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THE THUNDER BAY HISTORICAL SOCIETY

Sixteenth and Seventeenth
Annual Reports

PAPERS OF 1924-25, 1925-26

THE THUNDER BAY HISTORICAL SOCIETY

Sixteenth and Seventeenth Annual Reports

ORGANIZED 1908

PAPERS OF 1924-25, 1925-26

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THE THUNDER BAY HISTORICAL SOCIETY

16th and 17th Annual Reports

Organized in 1908

Officers 1924-25

Honorary Presidents

Right Honorable Sir George E. Foster
Mr. Peter McKellar, F.R.G.S.

Honorary Patron and Patroness

Mr. and Mrs. N. M. W. J. McKenzie

President	Mr. John King
Vice-President	Mrs. Peter McKellar
Secretary-Treasurer	Miss M. J. L. Black

Executive Committee

Mesdames Graham and Sheer, Miss Robin
Mr. C. W. Jarvis, Captain McCannell.

Auditors

Mrs. C. W. Jarvis and Miss Pamphylon

SECRETARY TREASURER'S REPORT

To the Chairman and members of the Thunder Bay Historical Society.

I beg to present the following report for the year 1924-25.

We have a paid up membership of 17, all of whom attend our meetings regularly. This year our work has been somewhat disorganized owing to the fact that we did not know how we were going to be able to finance our publications. However, in spite of that, we have gathered some valuable material as this booklet will show. Papers have been given as follows:

"The Buffalo Song," supplied by Mr. Peter McKellar.

Incident in the History of the Canadian Pacific Railway by Mr. McKellar.

Place Names in the Vicinity of Fort William, by Miss M. J. L. Black.

Fort William Streets, by Miss M. J. L. Black.

Legend of the Sleeping Giant, by W. W. Moore (copied from an old newspaper).

Early History of the Public Library, by Miss M. J. L. Black.

The Dawson Route to the Northwest (copied from the Thunder Bay Sentinel 1875).

Port Arthur, Its Industrial Development, by Miss Helen E. Carthy.

Owing to the fact that we received no government grant last year, our books are at present showing a balance on the wrong side. However, we hope to have a tea in the fall and clean up our little indebtedness.

All of which is respectfully submitted.

M. J. L. Black,
Sec.-Treas.

Receipts

Oct 1st 1924, balance in bank.	$78 30
Fees	
Capt McCannell	1 00
Mr and Mrs Jarvis	1 50
Mr and Mrs John King	1 50
Mr and Mrs McKenzie 5 years	4 50
Miss Robin	1 00
Mr and Mrs McKellar	1 50
Miss Black	1 00
Mrs. Mott and Mr Copp	3 00
Mr and Mrs. Graham	1 50
Mr F C Perry	1 00
	$95 80

Disbursements

Canadian Historical Association	$ 5 00
Printing annual	89 50
	$94 50
Balance in bank.	1 30
	$95 80
Balance of printing account still outstanding	$ 9 50

Officers 1925 1926

HONORARY PRESIDENTS
HONOURABLE SIR GEORGE E. FOSTER
MR PETER MCKELLAR F.R.G.S.

PRESIDENT	MRS PETER MCKELLAR
VICE-PRESIDENT	MR C W JARVIS
SECRETARY TREASURER	MISS M J L BLACK

EXECUTIVE COMMITTEE
MR. PETER MCKELLAR MR JOHN KING MISS ROBIN AND CAPT MCCANNELL

AUDITORS
MRS G. A GRAHAM AND MRS JOHN KING

FINANCIAL STATEMENT 1925 26

RECEIPTS

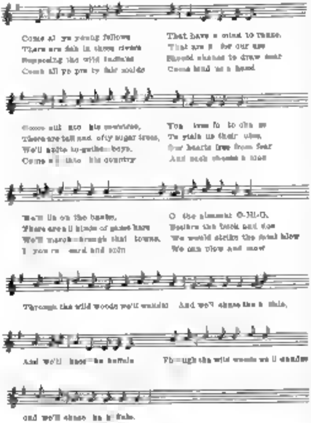
Balance in Bank		$1 30
Hudson Bay Co. gift		50 00
Fees	Col S. C Young	1 00
	Mr and Mrs A C Casselman	2 00
	F C Perry	1 00
	Capt McCannell	1 00
	M J L Black	1 00
	Mr and Mrs Copp	2 00
	Mr and Mrs John King	1 50
	Mrs. McEdwards	1 00
	Miss Robin	1 00
	Mrs Kirkup	1 00
	Mr and Mrs. McKellar	1 50
	Mrs F A Sibbald	1 00
		$66 30

EXPENDITURES

Printing	$9 50
Picture framing	2 50
Flowers	5 40
Canadian Historical Society	5 00
	$22 40
Balance in bank	43 90
	$66 30

"THE BUFFALO SONG."

This was a very popular song at all the early social gatherings in Thunder Bay, the leader always being Mr. Peter McKellar. It was originally the pioneer song in the Ohio States, and was then taken up by Wisconsin. It was there that Mr. McKellar learned it and brought it over to Thunder Bay.


Come all ye young fellows
There are fish in those rivers
Supposing the wild Indians
Come all ye pretty fair maids
That have a mind to range,
That are fit for our use
Should chance to draw near
Come lend us a hand
Come all into this country,
There are tall and lofty sugar trees,
We'll unite together, boys,
Come all into this country
You [illegible] to [illegible]
To yield us their [illegible],
Our hearts free from fear
And each choose a [illegible]
We'll lie on the banks,
There are all kinds of game here
We'll march through their towns,
If you're [illegible] and [illegible]
O the pleasant O-HI-O.
Besides the buck and doe
We would strike the fatal blow
We can plow and sow
Through the wild woods we'll wander
And we'll chase the buffalo,
And we'll chase the buffalo
Through the wild woods we'll wander
and we'll chase the buffalo.

INCIDENT IN THE HISTORY OF THE CANADIAN PACIFIC RAILWAY

By Peter McKellar

The Thunder Bay Historical Society is collecting information regarding all past important events relating to this District.

One of these outstanding events was the seizing of a C.P.R. train for overdue taxes by Port Arthur. As I was one of the people living here at that time, I have been prevailed upon to give my view upon this historical action, as it resulted in transferring the business from Port Arthur to Fort William. A great many C.P.R. officials were transferred to Fort William and a great deal of money was expended in this city which otherwise would have been spent in Port Arthur. This activity occurred for some years.

For a great many years in the early years of Port Arthur the leading men were Thomas Marks and his nephew George, who had been mayors for a number of years, and who had a very strong following. These officials had allowed the C.P.R. to get off with paying only half the taxes. By a great many this was considered to be too lenient towards such a strong corporation. The Conservative majority managed to keep control of the city affairs for a number of years until finally a leading lawyer, Mr. Gorham, was elected mayor. The main plank in his policy was supposed to be that an equitable proportion of the taxes was to be paid by the C.P.R.

At this time it was customary for the C.P.R. boats to call at Port Arthur first coming in and at Port Arthur last on the return trip. At Fort William they exchanged cargoes, took on passengers, then started for Port Arthur and eastern points.

In the fall of 1889 the C.P.R. boat, on her last trip, when loading and taking on passengers at Fort William, remained longer than usual, and it was speedily rumored that the officers at Port Arthur were going to seize the boat when she docked there. It oozed out in Fort William that telegraph communication was in evidence between Winnipeg and Fort William and Montreal, and we thought the expected seizure was responsible for the delay. As a result of this activity of the wires, the boat was ordered to leave Fort William and to sail direct for the Soo and eastern points and not to call at Port Arthur. The consternation of the citizens of Port Arthur, and more especially of the would be passengers who were left on the Port Arthur dock, may be better imagined than described.

The same evening a large card party was held in Port Arthur at which were all the most influential citizens of both Port Arthur and Fort William. The main topic of discussion was the action of the C.P.R. in ignoring Port Arthur. The same evening a C.P.R. train, on regular route west, duly called at Port Arthur and was at once seized by Port Arthur officials. The wires were at once made busy and President Van Horne ordered that all taxes be paid up in full and at once. The train was thereupon released and proceeded on its way, but President Van Horne remarked that "for this I will make grass grow on the streets of Port Arthur." This saying went all over the world and became not only a famous by-word but also a true prophecy. For years after this the great bulk of the C.P.R. business was transacted in Fort William.

When McKenzie & Mann were building their transcontinental railway, the Canadian Northern, the citizens of Port Arthur saw their opportunity and by valuable concessions, including a grant of $25,000, induced the officials to locate the terminals of the C.N.R. in their city and revive its almost defunct existence.

PLACE NAMES IN THE VICINITY OF FORT WILLIAM

By Miss M. J. L. Black.

In searching for the original Indian place names and the meaning of the present Indian names, I am indebted to the Rev. Father V. Renaud, S.J., and to Mrs. Nellie Corbett, both of whom gave me much information, and also to Mr. John Duncan Mackenzie who checked these notes over for me. Other information I have picked up from various sources, and though I have tried to keep it authoritative I cannot guarantee it. I give it for what it is worth, and because it is all of local interest.

City of Fort William commemorates William MacGillivray, one of the leading members of the North West Fur Company who directed the construction of the fort on the Kaministikwia River, as the company's headquarters instead of Grand Portage in Minnesota. Apparently the move began in 1801. Building went on in 1802 and 1803. In the latter year the fort was completed, but dwellings had still to be erected. Daniel Harmon notes that there were a thousand laboring men here in July 1805. He calls it "The New Fort" (see Coues' New Light on the Early History of the Great North West, page 222). A letter from George Monk dated Leech Lake, April 18, 1807, refers to Fort William. William MacGillivray succeeded Peter Pond as a partner in the North West Company about 1790; he was a member of the House of Assembly, Lower Canada, June 18, 1808, to October 2, 1809, for Montreal West; member of the Legislative Council, Lower Canada, 1814-1825, October 16, on which date he died in London, England. (Report Geographic Board of Canada.) The site of Fort William was discovered by Duluth in 1679 when a trading post was established. After this was abandoned there was nothing here until La Noue rebuilt it, or built it on the same site in 1717. This post had long been abandoned and forgotten by the time of the change from the French regime to English rule in 1763. The X Y Company had a post here in 1804. It is referred to by Alexander Henry the younger. It was situated about a mile up the river from the North West Company's post. The latter post was taken over eventually by the Hudson Bay Company when the two companies amalgamated in 1821. The Hudson Bay Company had a depot at Point De Meuron in 1816, under Lord Selkirk.

Fort William's future was assured in 1875 (though it was not incorporated until 1892) when the first sod was turned for the Canadian Pacific Railway. The following are the dates of the first and best known subdivisions: Blackwood addition, January 1875. First McKellar addition, July 1875. Oliver Davidson and Co., July 1876. First McVicar addition, January 1885. Hudson Bay and Canadian Pacific Railway additions, February 1890. St. Paul's addition, August 1890. First Wiley addition, August 1902. The first Vickers addition was registered in June, 1875, but was cancelled in May, 1879. The present Vickers addition was registered in July, 1904. (See also West Fort William.)

Algoma. Lake and lands of the Algons, or Algonquin Indians. The Indians received their first treaty from Queen Victoria in 1850. After they signed the treaty they gave up their rights, and now call the district Agoma-Ekaw-Oge-Kaw-e-ning, meaning Queen's Landing. (Mrs. Corbett.)

Miss Stafford says that Algoma means the Unknown or Hidden.

Animikie. The name applied to Mount Mackay and Thunder Cape (meaning "Thunder"), but really quite modern; it is much used by geologists and refers to the silver-bearing formation of Lake Superior.

Assiniboin. Chippewa word "asin," meaning "stone," "upwaw" meaning "he cooks by roasting," hence "one who cooks by the use of stones." (Hodge.)

Athabaska. Forest Cree word "athap," meaning "in succession," "askaw" meaning grass, hence, grass or reeds, here and there. (Hodge.)

Beaver Mine. Discovered in 1884 and worked for three or four years. Very rich in silver; in 2½ months $93,000 was produced in smelting ore and concentrates. (Geological Survey, 1887.)

Brulé Bay. Etienne Brulé reported the discovery of Lake Superior in 1618. (Parkman.)

Caribou Island. Alexander Henry, the elder, in 1771 found caribou on the island.

Chippewa. An adaptation of Ojibway, meaning "to roast till puckered up," referring to the puckered seams on their moccasins. (Hodge.)

De Meuron Point. Portage point for the early fur traders. The Swiss mercenaries engaged by Lord Selkirk, wintered here in 1816. Buildings were put up by Selkirk, for the H. B. C., but were abandoned on the union of the North West Company with the Hudson Bay Co. in 1821. The De Meuron regiment was formed of Swiss, Germans and Piedmontese who had been forced to act as conscripts in the army of Napoleon. They subsequently served in the British army under Colonel De Meuron, and being disbanded at the close of the Peninsular War, a number of them joined the Earl of Selkirk as settlers in his new settlement in the Red River country.

An added interest, associated with Point De Meuron, is the fact that in 1872, Lord and Lady Milton spent a summer at this point, and, there, was born the present seventh Earl FitzWilliam. Prior to this visit, Lord Milton had made two extensive trips through western Canada, the account of which is contained in that most interesting book, the title of which is "The Northwest Passage by Land," by Lord Milton and Dr. Cheadle.

Dog Lake. "Annuocalgaegun," meaning "lake shaped like a dog." (Mrs. Corbett.) This lake takes its name from the huge effigy of a dog outlined in sand, which is still to be traced on the high terrace over which the portage to the lake passes. This is said by the Indians to have been left by the Sioux when they abandoned this section of the country for the west, as a lasting reminder to the Ojibways of their scorn of them. (Geological Survey, No. 678.)

Duluth City. Originally Fond du Lac. The explorer's name is frequently written Du Lhut.

Fort Frances. Named after Lady Frances Simpson, wife of Sir George Simpson.

Enterprise Mine. On Black Bay. Discovered in 1865 by Messrs. Peter and Donald McKellar.

Gargantua Cape, Harbour, River. Named after Rabelais's giant, sometime before 1760. Applied originally to a rock near the shore. (Report Can. Geog. Bd.)

Grand Portage Route. This was discovered by Jemeraye, nephew of La Verendrye, in 1731. Grand Portage, of the French and English fur traders, was primarily the designation of the long carrying place, over which baggage was taken on men's shoulders, from a point near Lake Superior to a point on the Pigeon River nine miles distant, but it speedily became the name of the place on the lake. The situation is about 47° 58' N. Lat., 89° 39' W. Long. by U.S. charts, on Grand Portage Bay (too shallow for vessels to land, and separated by Hat Point from Wauswaugoning Bay), in which is the small Grand Portage Island. The most conspicuous object in the vicinity is the hill, now called Mount Josephine, 703 feet high. The North West Co.'s establishment there, before and after 1800, was a stockaded post, 24 x 30 rods, on the edge of the bay and under the hill. It was long a famous rendezvous of the Northmen who assembled sometimes to the number of more than a thousand. It was abandoned in 1803. The X.Y. Co.'s post was built in 1797, about 200 rods from that of the North West Co.'s, across a small stream that flows into the bay. Fort Charlotte was the N.W. Co.'s post at the other end of the portage on Pigeon River.

The Ashburton-Webster Treaty of 1842 stipulated that the route should remain common to both countries, and should be free and open, so presumably British citizens to-day would be entitled to demand the unobstructed use of the ancient trail over the Grand Portage. (See Story of the Grand Portage, by Solon J. Buck, in Minnesota Historical Bulletin, February, 1923.)

Huronian Mine, at Jack Fish Lake, near Shebandowan. Discovered in 1872 by Peter McKellar. First gold mine in this part of the country.

Kakabeka. Kakabeking kawtick, meaning "high cliff falls." (Mrs. Corbett.) According to Mr. McKenzie, it means any steep rock. Sometimes in the early records it is called Mountain Falls, for instance R. M. Ballantyne calls them by that name and also calls them Kackabecka Falls.

Kaministikwia. There have been innumerable spellings for this word, and also many meanings given. Nicholas Garry in his diary, July 1, 1821, calls it Kaministiquia and gives as the meaning "river of islands." It is also said to mean the "river that winds," and "the river of three mouths." I have also heard it said to mean "[illegible]." It was first known as the "river of the Assiniboines," then as "Trois rivieres." Harmon in 1805 called it Dog River. Mr. McKenzie says that the correct Indian name is Kamanetiquia, meaning "ragged shores involving portages." The Kaministikwia was discovered by Duluth in 1679 but the river itself was first explored by Jacques de Noyon in 1688. In the course of time the route was forgotten but was rediscovered in 1789 by Roderick Mackenzie of the N.W. Co.

The following are some of the forms of the word: Kaministiquia, with some traces still of Kamanistiquia, the form Alexander Henry uses. Senator Masson prefers Kaministikwia, and Kaministiquia and Kaministigoya appear on many U.S. charts. The initial "K" varies to "C" and "G" and the "Q" to "G" and there were permutations in most of the vowels. Thus Gamanestigouya appears in La Verendrye's journal 1738-39; we hear from the beginning of [illegible], of Three Rivers.

Kaministikweya is said by Petitot to mean "wide river"; Caministiquia is Sir A. Mackenzie's form; Harmon prints Kaministiquia; Kamanaitiquoya appears in Malhoit. Kamanatekquiya or "river of Fort William," is in Keating, page 135. I have found Wandering River once and Dog River was common." (Coues, "New Light on the Great North West.")

Keewatin means "north wind."

Lac des Mille Lacs. Sasagaiaigagan meaning "deep lake." (Mrs. Corbett.)

Lake of the Woods. The Indians called its northern portion Kaminitic Sakahagen meaning Lake of the Woods, and Island Lake, and the southern portion Pekwaonga Sakahagan, or Lake of the Sand hills. Another Indian name is translated "White fish Lake." This is now applied to that portion of the lake east of Sioux Narrows. The northwest part of the lake was known as Clearwater Lake, now Clearwater Bay. Another Indian name was Minitic or Minnitie. During the French period it was variously known as Lac des Bois, Lac des Sioux, Lac des Iles, and in one case as Lac des Christineaux, a name more generally applied to Lake Winnipeg. On some maps it is called Assiniboils.

Loch Lomond. Kasaagadadjiwegamishkag (Father Renaud.) Kazazeekeegewaugamag, meaning the high lake that is always overflowing. (H. Sidney Hancock.)

Mission, Fort William. It was founded in 1848 by two Jesuits, Fathers Fremiot and Jean Pierre Chone.

Mission Treaty. Concluded in 1850 by Hon. W. B. Robinson with the chiefs of the Ojibway Indians. (See H. Y. Hind's Report.)

Montreal Island and River. This name appears on Popple's map in 1731.

Mount Mackay. Nicholas Garry states in his diary of July 1, 1821: "This very fine mountain has no name." In 1857, however, H. Y. Hind calls it Mount Mackay, though in the majority of references up to the later eighties, it is called "Mackay's Mountain." It was named after a free trader William Mackay. The story goes that Trader Mackay was in the habit of climbing the mountain as his daily constitutional. I have not been able to find out in what year he lived in Fort William. The Indians now call it Animikeewakchu or Thunder Mountain according to Mr. McKellar, or Mamanetigoma wadjew meaning Kaministikwia hill, according to Father Renaud, while Mrs. Corbett gives it as Mesanbeung Wadjew or

Crane Mountain. (In regard to "Anamikiewakchu" see note under "Animikie.")

Mountain Road. Kichewidajew akahnah. (Mr. McKenzie.)

Mutton Island. Maneshianshi minnis. (Mrs. Corbett.)

Neebing. Said to mean "summer," but of this Mr. McKenzie is doubtful.

Neebing Post Office. See West Fort William.

Neebing Township. Plan dated July 1, 1860, signed by Thos. W. Herrick.

Nepigon, or Nipigon, called Annimibegon, meaning "the lake you cannot see the end of." (Grant's Picturesque Canada.) In the early records called Alemepigon. Fort Nipigon was at the mouth of the river on the left bank about 1680. On some early maps it is called "Fort Ancien du Sr. du L'Hut."

Otter Head Cove and Island. The earliest form met with is "Tete de l'Outre" on Popple's map, 1731. (Report Can. Geo. Bd.)

Paipoonge. Meaning is doubtful, but I have been told that it is "winter." The township was laid out in 1857 and the plan signed in 1860 by T. W. Herrick. Mrs. Corbett gives "Be-taw-be-goeng" as the present form, meaning "double current."

Pays Plat, a translation of the Indian name which refers to the shallow floor of the lake hereabouts. Called Bagouachi on the Moll map of 1719. (Report Can. Geog. Bd.)

Peeping Squaw. This is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain, at an elevation of about 300 feet. The Indian legend associates the Peeping Squaw with the Sleeping Giant, the one story telling that she, having followed him for many miles, he jumped to the Cape and then fell down exhausted, while she succeeded in getting only as far as the Pie in her jump, but that while he sleeps she remains on guard, prepared to renew her pursuit as soon as he stirs.

Pic River. Indian name meaning "mud." There are beds of yellow and white clay some distance up the river. It appears as "Le Pick" on the Moll map, 1707. (Report, Can. Geog. Bd.)

Pigeon River. Also called Dove River, and derives these names from the French phrase Riviere aux Tourtres, or the River of Turtles, i.e., turtle doves, probably referring to the passenger pigeons. A name current earlier was Riviere aux

Groseillier, also Groseilliers. Called by the Indians Nestebongane, or Nautebongane. (See also Grand Portage.)

Pithers Point, on Rainy River. De la Verendrye's nephew, La Jemeraye, built a post here in 1731, which he called "Fort Saint Pierre." La Verendrye described it in his journal, and said: "A fort with two gates on opposite sides. Interior length of sides, 50 feet, with two bastions. There are two main buildings each composed of two rooms with double chimneys. Around these buildings is a road seven feet wide, and in one of the bastions a storehouse and powder magazine have been made, and there is a double row of stakes 13 feet out of the ground."

Porcupine Mine discovered in 1884. In this mine was found a special mineralogical feature, in the occurrence of the carbonate of barium, or witherite, said to be the first found in Canada.

Port Arthur, called at various times "Dawson's Landing," "The Depot," "The Station," and "Prince Arthur's Landing." Colonel Wolseley gave it the last name when landing with the troops in 1870. Changed to "Port Arthur" in 1883.

Prince's Location, on the mainland near Spar Island. Oldest mine on the Canadian shore, having been worked in 1846, or '47, when it appears to be regarded in the light of a copper rather than a silver-bearing vein.

Rabbit Mountain Mine, discovered by Oliver Daunais in 1882. Closed down in 1887.

Rainy Lake, lake of the Cristo or Cristinaux (Crees') Lake. Known to the Indians as Takamamiouen, and to the early French as Lac la Pluie. The first trading post of the North West Company in the Lake of the Woods district was known as Rainy Lake House, date of construction uncertain, but John McDonnell, in 1793, writes: "In sight of the Fort of Lake la Pluie is the Kettle Falls, causing a portage. The fort stands on the top of a steep bank of the river. It has two wooden bastions in front flanking the gate."

Rainy River. Takamamiouen or Ouchichiq River.

Royale Isle. Called Isle Minong by Fr. Dablon in the Jesuit Relations, 1671.

St. Joseph's Orphanage, established in 1878 by the Daughters of Mary, but taken over in 1885 by Sisters of St. Joseph.

Sault Ste. Marie. Named by the French in 1640 when they founded the mission of Ste. Marie du Sault. Previously it was known as Sault de Gaston, after the younger brother of Louis 13th.

Shaugeinah. "White man."

Shabandowan, meaning long wigwam, door at both ends. (Mrs. Corbett.) Mr. Mackenzie says that this refers to a special tent that is erected for a dancing ceremony. "It is put up in the spring when the willows and poplars are pliable, the frame being made of them, bent over and woven. These are then covered with skin. The 'Shabandowan' is quite long, and the dancers enter at one end, and dance the full length, going out by the back end, and returning on the outside to the front again. It is considered quite sacred, and no liberties are allowed to be taken with an Indian's 'shebandowan.'"

Shuniah: said to mean "money" or "silver."

Shuniah Township, organized in 1873. It consisted of the Townships of McIntyre, McGregor, the Welcome Islands, Pie Island, Neebing, Paipoonge, Blake, Crooks, Pardee, and Neebing Additional. Organized in order to raise funds ($70,000 bonds) to build the railway from Port Arthur to West Fort.

Shuniah Mine, formerly called Duncan Mine, discovered in 1867 by John and George McVicar, sold in 1870 for $75,000.

Silver Harbour Mine, also called the Beck Mine, discovered in 1870, closed in 1872 after extensive development.

Silver Islet, a small islet less than 90 feet square, and eight feet at its highest point, discovered on July 10, 1868, by a Mr. John Morgan, under the direction of Mr. T. Macfarlane. $3,250,000 is said to have been taken from it before it was closed down in 1884. It went to a depth of 1,230 feet, and had thirteen levels. The length of one of the veins was known to be over 9,000 feet, extending from the islet over to the mainland and on to "Morgan's Junction," a shaft beyond the Cross Fox farm. There is a romantic story of the shutting down of the mine, when it is said that it was due to the failure of the arrival of a boat in November, 1884, on which was the winter's supply of fuel. This necessitated the closing down of the furnaces which operated the pumps, and the mine flooded. Some sceptical people think that that was only made an excuse, and that the wealth had been exhausted. Since then various attempts have been made to have the water pumped out, and the operation continued, but no great wealth has been made in these ventures.

Silver Mountain Mine, discovered in 1884, and operated with considerable success for several years.

Spar Island Mine. This was part of the old Prince's Location, one of the first mining properties worked on the lakes, operations having been carried on there in 1846 and '49

Sleeping Giant. Many interesting stories are told in regard to this giant, and Indian superstition declares it a spot that may well be avoided.

Superior Lake. On September 2, 1665, Father Allouez entered Lake Superior and named it "Tracy" after the Marquis de Tracy, Lieutenant-Governor of that period. Its discovery had previously been reported in 1618 by Etienne Brule. On the Jesuit maps of 1670-71 it is called "Lac Tracy ou Superieur," and shortly after the second and much more suitable name became general. Kitchigami, meaning "great water," is the Indian word generally accepted though that word refers to any large body of water.

Thunder Bay. Animikie wekwed. "Thunder birds lived there in olden times, hence Thunder-Bird Bay." (Mrs. Corbett.)

Thunder Bay Mine, 2½ miles northeast of the mouth of the Current River. Discovered by Mr. Peter McKellar in 1866. Developed quite extensively, and a little village sprang up. Everything was destroyed by fire in 1873, and again in 1881.

Thunder Cape. Kitch-neiashing, meaning "great point"; also Animiki-neash, "Thunder Point." (Father Renaud.) Kitch-Nashing, "long narrow point." (Mrs. Corbett.) Animiki-wadjew, "thunder hill." (Mr. McKenzie.) For Animiki see also under Animikie.

Town Plot. Laid out in 1857; plan signed by T. W. Herrick in 1860.

Trowbridge Island, named after one of the Silver Islet officials, C. A. Trowbridge, Secretary of Silver Islet Company.

Wallbridge Mine, on Lot 11 Paipoonge. Discovered in 1863; copper sulpharets and galena ores. The first mining property sold in Thunder Bay.

Welcomes. Pagwassewbaning. (Father Renaud.) Called "the Welcomes" on Bayfield's map, 1828.

West Fort William. This section developed as the result of the construction of the Canadian Pacific Railway, the centre of the settlement being at Brown Street, and along the river front. On the post office being opened it was called "Fort William." Later on East Fort William sprang up, and there the post office was also called "Fort William." The west end then changed their name to "Neebing," and in the course of time to "Fort William West," then to Westfort, and finally to West Fort William.

Winnipeg is Indian for "muddy water," a name applied to Lake Winnipeg, which is turbid after a storm. Fort Garry, the

H.B. Co. fort, was the nucleus of the present city. The name is first found on the title page of the "North Wester" of February 24, 1866. The first house was built in Winnipeg in 1862.

Winnipeg River. Riviere Maurepas, Riviere Blanche, White River, and Sea River. The present name is a translation of the old Indian designation Wi-nipi, meaning turbid waters, which appears on the old maps as Ouinipique, Ouinipigon, Winnipeek, and many other ways.

FORT WILLIAM STREETS.

By Miss M. J. L. Black.

In Fort William, as in the majority of places in Canada, the origin of the names of the streets may be traced to the founders of the various sub-divisions, those in the Hudson Bay and Canadian Pacific Railway sub-divisions being called after their prominent workers who had either been stationed in Fort William or whose names were sufficiently important to warrant such a compliment; the McKellar, McVicar and other large sub-divisions were named in the same way. This fact has simplified the problem of hunting up the source of the street names, but has made, in one instance, a great difficulty in getting any information, namely those streets situated in the Town Plot. This sub-division was laid out by government instruction in 1857 and was registered in 1860. It was surveyed by T. Wallace Herrick, who named the streets and probably chose the names of his own family and acquaintances, but beyond that we have no information. Some of the street names have apparently no special significance. The following is a list of the streets arranged alphabetically with what information is obtainable.

Alberta.
Alexandra.
Algoma.
Amelia. (Town Plot.)
Ann. (Now called King in Town Plot.)
Archibald. (Archibald McKellar.)
Arthur. (Arthur A. Vickers, late of Vickers and Moffat.)
Athabaska.
Atlantic.
Balmoral.
Begin. (J. A. Begin, Comptroller of the Province of Quebec and his brother E. H.)
Bernard. (Bernard Ross, brother of Mrs. G. A. Graham.)
Bethune. (Angus Bethune, Chief Trader H. B. Co. 1821.)
Brent. (C. [illegible] Brent, Manager of the Royal Canadian Bank.)
Broadway. (Named by S. C. Young.)
Bruce. (Formerly Victor, after Victor G. [illegible] Vickers.)
Brodie. (Mrs. Duncan McKellar's maiden name.)
Brown. (P. J. Brown of Davidson, Brown and Oliver.)
Brunswick.

Cameron. (J D Cameron, Chief Factor H B Co. 1821.)
Carlton
Caroline (Caroline Brodie Norris.)
Catherine. (Mrs J J Vickers.)
Centre (Named by S C Young centre of sub-division.)
Christie (Alexander Christie, Chief Trader H B Co. 1821 also W J Christie, Chief Trader H B Co. 1860.)
Christina (Christina McVicar.)
Collins
Connolly (Wm Connolly Chief Trader H.B Co 1825.)
Crawford (Named by S. C Young after his mother.)
Cumming (Cuthbert Cumming, cousin of Lord Strathcona.)
Cuthbertson Place (E H Cuthbertson London England.)
Dease (Peter Warren Dease, Chief Trader H B Co. 1828.)
Donald (Donald McKellar.)
Dufferin (Lord Dufferin.)
Duncan (Duncan McKellar.)
Edward (Town Plot.)
Empire. (Named by Mr H E Copp, after the Empire Stove plant this street was formerly Rebecca.)
Ernestine. (Mrs W H Hamilton.)
Euclid
Finlayson (Duncan Finlayson Chief Trader H B Co. 1832.)
Ford (Town Plot.)
Francis. (Town Plot.)
Franklin (Franklin Wiley.)
Frederica (Town Plot.)
Front.
George. (George MacVicar.)
Georgina. (Georgina Eliza Vickers.)
Gore (Town Plot.)
Hamilton (Senator Ross Hamilton.)
Hardisty (Richard Hardisty and W L Hardisty Chief Trader 1868.)
Hargrave (James Hargrave, Chief Trader 1844.)
Harkness (Harry Harkness.)
Harold (Harold Wiley.)
Heath (Stewart B Wallace Heath.)
Heron (Probably a misspelling of Hearne, after Samuel Hearne.)
Home. (Named by S C. Young.)

Hyde Park Avenue (Chas. L. Hyde, Pierre, S.D.)
Isabella (Isabella Vickers.)
Island
James. (Town Plot.)
Jarvis (C. W. Jarvis.)
John (John McKellar.)
King
Kingsway (Named by G. R. Duncan after the street of the same name in London, England.)
Laird. (Deputy Magistrate Laird of Prince Arthur's Landing.)
Leith (James Leith, Chief Trader, 1821.)
Lillie (W. C. Lillie.)
Lura (Lura McKellar.)
McBain
Macdonald (John Macdonald, Chief Trader, 1821, and Archibald Macdonald, Chief Trader, 1842.)
McGillivray (Simon McGillivray, North West Fur Co.)
McGregor (J. D. McGregor, Brandon.)
McIntosh (Donald McIntosh, Chief Trader.)
McIntyre (John McIntyre, Factor.)
MacKellar (MacKellar family.)
MacKenzie (Sir Alexander Mackenzie. The following of the same name were Chief Traders in the H.B. Co.: Donald in 1821, Roderick in 1830, Hector 1851, John 1854.)
McLeod (Alexander Norman McLeod, H.B. Co.)
McLoughlin (John McLoughlin, Chief Trader, 1821.)
Macmillan (James Macmillan, Chief Trader, 1827.)
McMurray (William McMurray, Chief Trader, 1866.)
McPherson. (Murdo McPherson, Chief Trader, 1847.)
McTavish (Simon McTavish, North West Fur Co., also John George McTavish, Chief Trader, 1821.)
McVicar (McVicar family.)
Marks. (Thos. Marks.)
Mary (Mary McIntyre.)
May (Mrs. C. E. Spence, formerly Miss May Deacon.)
Minnesota
Mission
Montreal (Named after the Montreal financial group.)
Moodie (Susanna Moodie, the authoress, and mother of Mrs. J. J. Vickers.)
Mountain Avenue
Murray (J. C. Murray.)
Miles. (Robert S. Miles, Chief Trader, 1844.)

Neebing
Nipigon
Norah (Miss Norah Mackie.)
North.
Northern.
Oak.
Ogden (Peter S. Ogden, Chief Trader 1834.)
Pacific
Prince Arthur (Duke of Connaught.)
Pruden (John P. Pruden, Chief Trader 1836.)
Rankin (W. T. Rankin.)
Ridgeway (Victor Gilmour Ridgeway Vickers.)
River
Robertson (Colin Robertson, Chief Trader 1821.)
Ross (Bernard Ross, father of Mrs. G. A. Graham.)
Rowand (John Rowand, Chief Trader 1825.)
St. Paul Street. (The subdivision of the same name was opened by Mr. Frank Gibbs.)
Selkirk (Thos. Douglas, Lord Selkirk.)
Sills (Sills family.)
Simpson (Sir George Simpson.)
Southern
Sprague. (Town Plot.)
Stanley (Named by S. C. Young after Sir H. M. Stanley.)
Superior
Syndicate (Named after the C.P.R. Syndicate. This avenue was opened as the result of the C.P.R. buying the rights for $3,000, of the river front where the original road from Port Arthur to West Fort William had been.)
Tarbutt. (Town Plot.)
Vickers (Vickers family.)
Victor (Victor Vickers.)
Victoria (Miss Victoria McVicar.)
Violet (Miss Violet Bennett.)
Walkington (Maiden name of the late Mrs. James Gowanlock.)
Wallbridge (William Wallbridge Vickers.)
Walsh (After a Major Walsh.)
Waterloo (The Battle of Waterloo.)
Wellington (The Duke of Wellington.)
Weigand (The Weigand family.)
Wiley (F. S. Wiley.)
William (William Wallbridge Vickers.)
Young (James Young, an early Canadian Pacific Railway man in West Fort William.)

LEGEND OF THE SLEEPING GIANT

BY WATSON W. MOORE

From the Port Arthur Daily Sentinel Jan. 9 1887 and copied by it from the Puget Sound Magazine.

There is an Indian Legend nearly as old as the cape itself that has been handed down from warrior to son from the primitive times of long ago that this long promontory rising high above Thunder Bay and extending miles back towards Silver Islet is no less than the great sleeping giant Nana lying with folded arms like a warrior taking his rest. Nana stood thousands of feet high a giant and monarch, chief of earth and sea. He lived at the time the mastodon roamed our forests and then he wooed and won a dusky maiden. She was young and beautiful tall like himself and her foot was as fleet as the frightened deer. Her tresses were like the raven's wings and her eyes as bright as dew drops her voice as soft as the music of the mountain brook, and she was as joyous as a bird and as lovely as a summer day.

By the lake side in a rocky cave they dwelt for two thousand years, and the Chippewas and all the other powerful Indian tribes of the Lake Superior district are Nana's descendants.

The old warrior was fond of fishing and it was his wont to walk through the lake swinging a large hemlock tree for a club to drive the fish before him out into the lake to Sault Ste. Marie where his faithful wife stood and caught them. This was fine angling.

Years rolled on until one fine day the old squaw lost her cunning and all the fish that Nana drove before him passed her and swam into Lake Huron and the old giant hungry and relentless in his rage killed his good old wife with his club and her poor lifeless body floated down upon the shore of Lake Huron. It can be seen to this day a cape known as the Old Squaw or Nana's Wife. When Nana saw what he had done he was afraid and could not rest. He heard no sound without fear. He called his wife by name and talked of love. In vain he sought the Great Spirit for rest and in agonizing despair he raved, and tore his hair. His loud mournful lamentations awoke the solitude, startling the wild beast from his lair. Nana was penitent and sorrowful, penitent in fear of the Great Spirit's anger and sorrowful in the loss of his wife's companionship. He wandered from his home out upon the prairies and far over the mountains seeking forgetfulness and rest when lo! he heard the loud cannonading of bursting boulders, and saw huge rocks high in the air. He heard fearful hissing of escaping gas and steam and felt the suffocation of many obnoxious odors. The crimson heavens rained rocks, lava and ashes, whilst amid the clashing peals of thunder and the red lightning's frightful glare the earth shook and trembled from the awful groaning roar of the volcanic fires. The Great Spirit was angry with Nana and he fled away swifter than the eagles fly back to his Lake Superior home. Then onward towards the rising sun, through the great chain of lakes loudly calling to his wife, until he thought he heard her voice in the eastern mountains, and leaving Lake Erie he followed the echo of his calling toward the noonday sun and beheld her streaming eyes so wild in fear, so sad and fitful in their imploring look, beseeching him to stay the cruel blow, in the spell and charm of the mystic waters of Chautauqua Lake. That look haunted him forever. He heard her death cry in the passionate songs of the winds; retribution was overtaking him. He could not live without his squaw. He walked the great lakes once more to Thunder Bay, when in agony of remorse and despairing anguish Nana laid himself down and died of a broken heart, and to this day all the Indians when rounding the enchanted cape in their canoes throw tobacco to the Sleeping Giant, so that he may smoke his calumet in the "happy hunting ground."

EARLY HISTORY OF THE FORT WILLIAM PUBLIC LIBRARY

By Miss M. J. L. Black.

In The Thunder Bay Historical Society Annual for 1911 there is a short account of the Public Library, but the information then available was very limited. The following article was written in order to supplement it and complete the story.

The story of the initial library movement in Fort William is more or less legendary, but there are certain names that stand out, the owners of which exerted the greatest possible influence in making our library system: Mr. R. Bowman, the father of it all; Mr. A. T. Priest, the able first [illegible]; Mr. S. Phipps, Mr. G. H. Reed, and Mr. John Whitehurst, the last mentioned of whom only is still living in the city, and who retains all his old time interest in the institution.

In The Port Arthur Sentinel of Aug. 19, 1885, is the first notice that has come to our attention of a library, when they reported that on the previous evening the C.P.R. employees had opened their bath, smoking room and literary room, with library attached. The ceremony was performed by Mr. Freeman, librarian of the Winnipeg C.P.R. library, and in the course of his address he expressed his surprise and delight in the splendid rooms and his appreciation of the work of Mr. Priest in particular. Incidentally it was explained that the bath rooms were furnished with an ingenious invention of Mr. Priest's which supplied hot, cold, and lukewarm water. These rooms were in the Round House at West Fort William. The first committee appointed that night consisted of Mr. McMurtrie, Secretary; Mr. Priest, Treasurer; and Messrs. O'Hagan, Adams, Doctor Lewis, and Nelson. A constitution was drawn up which stated that the object of the place was to encourage reading and other healthful amusements. It is interesting to note, that from the first, the rooms were known as the library, thus showing that important as were the comforts of life provided by the club rooms, the intellectual side was considered the important feature. Membership fees were for C.P.R. employees $1.25 a year; outsiders, $1.25 plus 25 cents for use of the bath. Funds for maintenance in the early days were provided by an annual picnic, the favorite spot being Kaministiquia, with Nipigon running a close second.

On September 15, 1885, Lord Lansdowne inspected the library, and complimented the men on their comfortable and pleasant quarters.

Gradually quite a fine collection of books was gathered while the periodicals taken were of a particularly high type. In 1890 a catalogue was issued, and the annual report indicated things to be in a most prosperous condition.

In 1891 the library was moved to East Fort William where it was housed in comfortable quarters close to the new round house. According to an early description, "one entered a small lobby off which had two doors, one to the bath room, the other to the reading room. The latter is very light, the walls being kalsomined in pink. The book cases are ranged on three sides, the intervening spaces being filled with colored engravings. Two immense Pittsburgh lamps are suspended from the ceiling for lighting, while the floor is covered with linoleum." The linoleum is referred to on several occasions in the newspapers. It was ordered from England, and on its arrival it was described as the largest that had ever been brought into the country, being 19 feet 5 inches by 27 feet 6 inches. "Two fine copper baths, handsomely trimmed, plated in silver," were also installed, and the rooms were decorated. The officers for this important year were, Mr W J Robertson, President; Mr Jas Cameron, Vice-President; J. Little, Secretary; and A. M. Madison, Treasurer. The managing committee was re-elected, but unfortunately the names are not available now.

On July 31, 1891, the committee held its sixth annual picnic, which was apparently a huge success, for even our Port Arthur newspapers gave it a column and a half of a report. For this affair the committee erected a refreshment booth 20 by 40 feet, probably the first building of the kind that was ever put up at Kaministiqua.

In The Fort William Journal for Jan 30, 1892 is an interesting article on the formation and development of the library, when a membership of 107 was reported, 1,000 books on the shelves, and cash in the bank of $1,019.67.

It is surprising how many small but important boards delight in having a goodly balance and how difficult it is to teach such otherwise. The majority of our starving little libraries carry balances, the use of which would materially help to put them on their feet.

All through these early years the library was treated by the officials of the C P R as the pampered child of fortune, a favorite son. They provided free quarters, gave the excursion committee most generous co-operation and were even donors of individual grants; there is a record of a set of Kingsford's History of Canada, received from Sir William Van Horne. These times, however, were to change, and from this favored relationship, the poor library became a more or less unwelcomed step child. In the minutes of December 27, 1898, appears an item instructing the secretary to write to the C.P.R., "and ask the C.P.R. to pay the money due us from the picnic of August 31st, last."

In 1900 arrangements were made for the lighting of the rooms by electricity, while various discussions took place in regard to getting into quarters that would better meet the needs of the times, though it was not for another five years that any move was actually made.

The year 1901 saw the last of the library picnics, the outings that had been quite a feature in the social life of the community for sixteen years. The question was discussed the following year, but it was decided to try to get some passing troup to give a series of concerts in aid of the library. There was no further report on that subject, but it was evident that the old guard were keeping the institution alive simply by their own enthusiasm. It was necessary to cut the salary of the librarian, who had previously been receiving ten dollars a month, when it was "put on a basis of 50 per cent. of receipts of subscriptions."

One of the important features of the annual meetings was the sale of periodicals, sometimes the amateur auctioneer being able to get in as much as $30 for them. No comment is made on the bargains that the purchaser must have often got. Grateful at getting the money, the good people of the library committee did not realize what treasures they were throwing away. How we would value those old newspapers and periodicals if we had them now!

They also appear to have worried over a problem the solution of which we have not found yet, how to control the vandals and thieves who think that library books and periodicals are their natural spoils. Then, as now, chains and special holders proved useless and so the management committee had simply to trust that some day human nature would improve. We question if it has.

On November 27, 1905, it was moved by Messrs. E. C. Smith and John Whitehurst, "That the C.P.R. library shall be consolidated with a citizen's library providing satisfactory arrangements can be made, and that a committee consisting of Messrs. E. C. Smith, J. J. Bell and S. Speed be appointed to meet representatives from the city with power to act." Shortly afterwards the joint committee met the representatives from the city being Messrs. Jos. Dyke, C. W. Jarvis, and Ross, when a special committee was appointed to interview the city council and see if suitable rooms could be had in the city hall. Their request was acceded to, and they were given the northeast room in the basement. By fall the rejuvenated board was at work, and consisted of: President, Jos. Dyke; First Vice-President, C. W. Jarvis; Second Vice-President, G. H. Reed; Third Vice-President, P. J. Manion; Treasurer, F. W. Young; Secretary, J. J. Wells; with a managing committee of Messrs. L. L. Peltier, A. J. Boreham, E. R. Wayland, J. R. Lumby, A. Calhoun, E. C. Smith, G. Hammers, G. W. Brown, and J. Whitehurst. S. C. Cole was appointed librarian and a membership of $1.50 per year was to be charged to all users.

In January 1908, a committee was appointed to prepare a by-law, to submit to the council for the purpose of raising funds for the library, the request being for 5/14 of a mill. On the strength of this grant, the board engaged Miss Nancy McLachlan to classify and make a shelf list of the books, which numbered about two thousand.

So culminated the splendid efforts of these pioneers in the important branch of popular education known as the public library movement, and to them must the thanks largely be due for even present conditions. They cultivated the soil and developed an intelligent public opinion in favor of the work, without which the present well equipped building, and attractive collection of books would have been quite impossible of attainment. Conscious of this obligation, once more in closing let me name some of the men to whom we are especially indebted: Mr. R. Bowman, who conceived the idea and worked on it for months before he got any backing; Mr. A. F. Priest, who gave generously of his time and energy; and Mr. S. Phipps, Mr. G. H. Reed, and especially Mr. John Whitehurst, who kept the lamp burning when both oil and wick were very low; and also Mr. Jos. Dyke, who, as representative of the city council, gave the cause of amalgamation sympathetic support. In naming them, we express our thanks to them not only as citizens but as the present representatives of the institution in which they were so deeply interested.

THE DAWSON ROUTE TO THE NORTHWEST

Thunder Bay Sentinel, Sept 9, 1875.

Our attention has been called to a pamphlet entitled "Our Northern Empire," written by Mr. Ross, the well known contractor who built that portion of the Pacific railroad from Duluth to Moorhead. Mr. Ross gives a brief description of Manitoba and the Dawson route, and as he is a thoroughly practical man his remarks are of more than usual interest to intending settlers. His pamphlet was written last year and from his description it will be seen that the Dawson route has many advantages as a line of communication. The following extracts will repay perusal:

If economy be the object, go by steamer to Thunder Bay on Lake Superior and thence by the Dawson route to Manitoba, principally in steamers, steam transport and portages over which teams and loaded wagons can go without breaking bulk. As this route is new and comparatively unknown, and passes for 450 miles through a wilderness of dense forests, lakes and rivers and cascades, inhabited only by Indians, a more detailed description may be acceptable.

Route to the Northwest.—Lake Superior may be regarded as the seaboard to the Northwest Territories. It is of itself a great inland sea, and by means of the canals of the Dominion and the Sault Ste. Marie canal of the United States, it is accessible during the season of navigation to vessels from the ocean.

It is from this great lake that routes available, or susceptible of being made so, as lines of communication with the vast unpeopled territories which have fallen to the lot of this Dominion must, in the first instance, be sought for, and any information regarding these from travellers or others will doubtless be acceptable to Canadians.

In looking for a route to the interior of any country regard must be had to a harbor which, if such can be found, should be in a place naturally safe and easy of access from the sea on one side and practicable as a starting point to roads on the other. These conditions seem to be met with at Thunder Bay, formerly the grand emporium of the Fur Companies and now the starting point of the road to Manitoba, commonly known as the "Dawson route." The magnificent bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south, and further out Isle Royale, guarding it from the surge of the great lake. The Bay itself, however, is of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it, but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nepigon Bay, a land-locked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the west. It is claimed for it that it is completely sheltered, as it no doubt is, but it is objected to, on the other hand, that it is shallow (the Pays Plat, of the Voyageurs), so intricate as to be impracticable of navigation to sailing vessels without the aid of a tug, and so completely landlocked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fortnight or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it opened the first week of May, while Nepigon was locked up with ice till the 23rd.

The steamers, it is said, navigate Thunder Bay all through November, while Nepigon Bay is closed with the first cold weather; and finally, that Thunder Bay is easy of access to sailing vessels at all times. On the other hand it is claimed for Nepigon Bay that it is 80 miles further east, and that the railroad route from it to Manitoba is no greater than from Thunder Bay. There is a diversity of opinion as to the best route for the main line: some advocate the lake shores to Nepigon Bay, others the same line continued to Thunder Bay, while a third favor a route to the north of those in question, along the English River and Lake water system stretching east and west between Lake Nepigon and old Fort Garry at the head of deep water on the Red River, 30 miles from Lake Winnipeg, and thence west to the southwest angle of Lake Manitoba; others, mariners, etc., from Ottawa to the Georgian Bay, and by rail straight to Garry. Thunder Bay has the advantage at least in the fact that it has warm advocates in the population of Prince Arthur's Landing, who do not fail to sound its praises, while Nepigon Bay reposes amidst unbroken forests in the silence of nature. A little to the west of Prince Arthur's Landing is the valley of the Kaministiquia, where there is said to be a great deal of agricultural land, and it is highly desirable that settlement should be encouraged, for the want of the bulkier articles of agricultural produce must, for some time to come, operate disadvantageously both in keeping open lines of communication, and to the mining interests now coming into prominence in this district. Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the Thunder Bay Road. This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled and in good condition throughout. On this road a large number of wagons are maintained for the conveyance of passengers and freight. There are stations at intervals of 15 miles with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and to judge from the crops in the little clearings already made, would prove very productive on cultivation.

SHEBANDOWAN LAKE. This lake possesses a steam tug and a barge and a number of boats, which are maintained for the conveyance of passengers and freight. The tug has a run of twenty miles between Shebandowan and Kashaboiwe Stations, at both of which places there is good accommodation for emigrants. Kashaboiwe Portage is a well-gravelled road, three-quarters of a mile in length, leading from Shebandowan to Kashaboiwe Lake, a smooth stretch of nine miles and the last on the eastern slope of the watershed. On this lake a tug and barge are also maintained.

HEIGHT OF LAND carrying place or portage, is one mile in length, and leads from the lake last mentioned to Lac des Milles Lacs, a large sheet of water tributary to the Winnipeg. This lake sends bays and arms in every direction, and it is quite bewildering from the number of islands with which it is everywhere studded. There seems to be abundance of fine timber in the country of Lac des Milles Lacs and the natives report extensive groves on the Seine, the river by which it sends its waters to Rainy Lake. On this lake the tug has a run of twenty miles to Baril Portage, a carrying place only sixteen chains in length.

BARIL LAKE, the next of the water stretches, is eight miles in length. A tug and a barge are placed upon it for the transport of passengers and freight to Brule Portage, twenty-one chains long, where comfortable houses have been constructed for the accommodation of emigrants.

WINDEGOOSTIGOON LAKE, fourteen miles in length, stretches between Brule and French Portages, at which latter place, in order to facilitate navigation, a dam has been built. A tug with a number of boats traverse the lake daily, carrying passengers etc. On French Portage, the frames of two barges have been put up, one intended for Windegoostigwan, and the other for Kaogassikok Lake. French Portage is a mile and fifty chains in length, gravelled and in excellent condition.

KAOGASSIKOK LAKE, with Little French Lake and River, rendered navigable by means of a dam, forms a sheet of water sixteen miles in length. A tug and barge, the latter of a different type from, and smaller than, those in the upper lakes, afford the necessary means of transportation at present, but a larger barge will be afloat soon. Pine Portage, at the west end of Kaogassikok Lake, and Deux Rivieres Portage, are in close proximity, the former thirty-six chains and the latter thirty in length. An intervening pond or lakelet is crossed in boats. Pine timber of large size and good quality is abundant about these portages, and it is said, there are extensive groves of these woods inland.

STURGEON LAKE is navigable for a distance of seventeen miles between Deux Rivieres and the Maligne, having been rendered so by means of a dam. At Island Portage, also, it is proposed to build a dam, a most important work, which, when completed, will raise the waters of the Maligne River to a height sufficient to make navigation of slack water between the dam last mentioned and Island Portage. At present there are some rapids and ripples, which render it necessary to maintain a considerable force of voyageurs. When the dam above mentioned is completed, steam will be used here, as upon all the other sections.

NEQUAQUON LAKE OR LAC LA CROIX. Island Portage above mentioned is only fifty yards in length. Baggage is passed over on a slide. Lac la Croix, a fine sheet of water studded with islands, is rapidly passed over by means of a tug and barge. The next great portage or, as it is called, the Nequaquon, leading from Lac la Croix to Namekan Lake, is three miles in length. By the opening of this portage the long detour by the Loon River has been avoided, and twenty miles in distance saved.

NAMEKAN LAKE. This is a fine sheet of water full of islands and on it a barge and tugs are always in readiness for the conveyance of passengers and freight between Nequaquon and Kettle Falls at the head of Rainy Lake. The portage at Kettle Falls is short and the fall only eight feet. Arrived at Rainy Lake, a handsome and powerful steamer is in readiness to carry passengers to Fort Frances, a distance of forty-seven miles. Rainy Lake is a fine sheet of water extending its arms far to the north and east, receiving numerous tributaries from various directions, the principal of which are Sturgeon River, the Seine, and the Manitou. The aggregate area drained by these rivers is not short of fifty thousand square miles, and in many parts of this extensive region there are valuable forests of pine which will no doubt prove inviting to the lumbermen, a class of pioneers who have hitherto shown themselves the most valuable in opening the wild lands of the Dominion to settlement.

FORT FRANCES, once a great emporium of the fur trade, and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's Fort presents unlimited water power and the ground is naturally well adapted for mill sites. Perhaps the day is not distant when these falls will rival the Chaudiere on the Ottawa in the number of mills they set in motion.

RAINY RIVER. From Fort Frances to the Lake of the Woods, the navigation is unbroken, and on either side of that magnificent stream the land is of a quality not to be surpassed, covered in general with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote time. In these openings are occasional mounds, which, here as elsewhere, show the wide range of country which must have been occupied by the mound builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping stone to the prairie land of the west. From the mouth of the Rainy River to the northwest angle of the Lake of the Woods the distance is about fifty miles, making with the Rainy River a stretch of one hundred and thirty miles of navigable waters. Navigation, however, extends to Rat Portage, some thirty or forty miles to the north of the northwest angle. From Rat Portage by the winding river of Winnipeg is about 150 miles. Winnipeg River consists of a series of rivers and lakes, with rapids and short portages between them, and might, it is said, be rendered navigable at a moderate outlay. From the northwest angle to Fort Garry, by the road, is ninety-five miles, the first seventy miles being through wooded country and the balance through prairie.

Such is the Dawson Route in its general features. First a road of forty-five miles leading from Thunder Bay to Shebandowan Lake, then a series of navigable sections, with short portages between them, covering a distance of some three hundred and twenty miles, and lastly a road of ninety-five miles over level country from the Lake of the Woods to Fort Garry.

The value of this line of communication even in its present state, affording as it does, the means of access through British territory to the North West, cannot be overestimated. Much has been done, but a great deal more still remains to be accomplished. Those only who have been accustomed to carry on operations in new countries can appreciate the difficulties which must have been encountered in opening up a line of four hundred and fifty miles through a wilderness of forest and lake, but to those who have thought of the future of the vast regions which have fallen to the inheritance of the Dominion it will appear but a very moderate beginning. There is nothing more striking in travelling over the Dawson Route, than the evident care that has been taken, to apply and distribute comparatively small sums in the manner best adapted to produce a general result. No place has been neglected, and at no point, if exception be made of the necessary bridges, and dams and the large steamers, has there been any great expenditures. The outlay has been proportionate in the different sections and the result is a line available with about equal facilities throughout its entire extent.

In view of future and greater works, the value of this line becomes apparent. It will afford the means of transportation of men, material and supplies, for no time should be lost in increasing its capacity and this might be done at a comparatively small outlay. Lines of telegraph along the whole route, but more especially on the lake roads at either end, are immediately necessary. They would lead to the saving of an amount equal to their cost in a year or two, and in the mean time greatly tend to facilitate order and organization. The navigable sections might be connected in most cases very easily by locks, thus saving trans-shipment and plant.

In fact, the whole line might, without difficulty, be rendered navigable from Shebandowan westward to the Lake of the Woods and, if this were done, and the great Pacific Railway or branch lines from it made to tap this water route at various points, a very large amount of timber would be rendered available both for the supply of the prairie region, to the west, and the markets of the Dominion, and the adjoining States, to the east, while to the railway itself it would afford no small amount of traffic.

Taking, however, a wider view still of the subject, and considering the magnificent lakes and rivers on the Dawson Route together with Lake Winnipeg, and the Saskatchewan, etc., in relation to the future, there is in this remarkable chain of waters, the means of making navigation continuous from Lake Superior to the Rocky Mountains, and I believe that any scheme of a Pacific Railway which should ignore or sacrifice the most direct and practicable route for the national thoroughfare, by which oceans and empires are to be connected, or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the north land, which at no distant day will be the seat and centre of a hundred millions of people, would be nothing less than a national misfortune.

But the government and the people of the British Empire are deeply interested, and desirous of connecting their far-extended Empire by the shortest and most practicable route. This route is from the west coast of Great Britain, across the Atlantic Ocean, on a westerly course, to the east coast of British America, and thence westerly across British America to the east shore of the Pacific Ocean, and from thence by the Pacific Ocean to Calcutta, Sidney, China, Japan, etc.

The advantages of this route are national as well as local and present many important advantages.

1st.—It will connect over 200,000,000 British subjects with the seat of, and centre of, the Empire, by the shortest and cheapest route on the globe, and by the shortest route, the empires of China and Japan, with 500,000,000 of industrious people, with the commercial metropolis of the Dominion and the Empire, and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it, both in ancient times and in modern times.

2nd.—Much of the vast annual expenditure for transit on other lines would be disbursed on the new route, enriching the owners and country through which it passes and would open up for the settlement and occupation of the now overcrowded agriculturists of the Empire, the most fertile and largest unoccupied district in North America, from which the bread supplies of the artisans and the operatives of the Empire would come, and in turn would furnish a home market for the products of their industry, and thus distribute among the industrious classes of the Empire, millions sent abroad annually to purchase the food which the country cannot produce.

3rd.—It would annihilate the hopes of internal traitors who aim at the dissolution of the Empire.

4th.—And would render the nation independent of external rivals or foes. The route has an abundance of coal at each end and the centre, with open harbors the year round on either ocean.

PORT ARTHUR ONTARIO ITS INDUSTRIAL DEVELOPMENT

By Helen E. Carthy 1923.

Population

1870	200 to 350	(records.)
1885	1 500	
1891	3 000	
1901	3 214	census.
1911	11,220	
1921	14,886	„

Industries

1. C.N.R. terminal works (coal docks, warehouses, supply centre)
2. Northern Navigational terminal port. Supply centres elevators freight sheds
3. Port Arthur Ship Building Co.
4. Pigeon River Saw Mill
5. Atikokan Blast Furnace
6. Shuniah Pulp and Paper Co.
7. Port Arthur Pulp and Paper Co
8. Port of call for two transcontinental railways, and for several steamship lines.
9. Provincial Paper Mills.
10. Fishing
11. Tourist trade. Outfitting hunters and campers parties. Guide centre

NOTE.—I have not been able to secure accurate information regarding the number of men employed.

Sources of Information

Records of the Thunder Bay Historical Society
Census returns.
Parliamentary records of the Province of Ontario
Folders issued by—
    The Canadian National Railway
    The Port Arthur and Fort William Boards of Trade
    The Peninsula and Northern Navigation Co
Public and High School Histories of Canada.
Handbook of Commercial Geography by Chisholm
Canadian School Atlas
Provincial map. Part of the District of Thunder Bay

On the cover of a booklet issued by one of the development companies of Port Arthur these slogans appear:—

"Yesterday! the rendezvous and mart of the voyageur and fur trader."

"To-day! The Great Lakes outlet for the commerce of Western Canada, an industrial site in development."

To one who has lived in either of the Twin Cities, these slogans carry their own authority and need no justification or explanation, but since few have had that experience, we shall try to establish, by a study of the historical and geographical factors, the logical connection between "Yesterday and To-day."

The claims quoted above are advanced not for Port Arthur alone, but for Fort William, and indeed in such a study as this, one cannot neglect the beginning and growth of the latter city, for in many respects, as the appellation "Twin Cities" would suggest, the two are bound up in the same bonds of life. The heart of Port Arthur's business district is but four miles distant from the business centre of Fort William. The intervening area is a level stretch of reclaimed swamp land, known as "Intercity." It is peopled entirely by foreigners, the majority of whom are Poles, Russians and Scandinavians. This region, which is within the limits of Port Arthur, and yet lies beyond the border of the city proper, has neither healthfulness nor natural beauty to recommend it. Its low-lying acres are almost wholly under the control of an English company of real estate speculators with extensive interests throughout Western Canada. It lacks many of the conveniences of modern life, and constitutes a real barrier to the merging of the two cities.

But if the land lying between them separates the Twin Cities, the water of Thunder Bay unites them. Both lie within the limits of that great, picturesque natural harbor, whose entrance is guarded by Pie Island, and the romantic Sleeping Giant, whose noble form tapers down to Thunder Cape. Nor is this the only way in which the water highway makes possible a common advantage. The cities are approximately four hundred miles from Winnipeg, the grain centre of the west. To quote from one of the folders mentioned, "The four hundred miles of almost virgin wilderness may be likened to the neck of a great bottle, through which is poured the great and increasing volume of wheat and other products. Winnipeg is the inlet to this neck, Port Arthur and Fort William the outlet."

From this it will be seen that the situation of Port Arthur is unusually favorable to development. Two hundred or so miles distant, at the extreme tip of Lake Superior, are the U.S.

Ports of Duluth and Superior, the outlets for the rich northern Mississippi States. With Duluth, Port Arthur is connected by rail (a branch line running south from Fort Frances), by direct water route, and by a new scenic road, "The Scott Highway," which links Port Arthur to the great automobile routes of the United States. To the north, east and west lie regions famous for hunting, fishing, and camping—regions whose natural beauties are hard to surpass. The forest and mineral wealth of this region is difficult to estimate, and much of it is as yet untouched. The rapids and falls of the innumerable rivers ensure practically inexhaustible electric power and much of the land will amply repay cultivation. The cool water of a multitude of lakes, bays, rivers and of Lake Superior itself, makes fishing not only a lucrative industry, but an attraction which draws to the district large numbers of campers and sportsmen. Last, but not least, the development of the Western Provinces has given Port Arthur a commanding position as an inland port and place of trans-shipment.

The exploration and settlement of the prairies is perhaps the most important of our historical events. The Northwest Company, organized in 1783, immediately found itself engaged in bitter rivalry with the Hudson's Bay Company, then over a century old. The latter company had clung tenaciously to its policy of staying at home, and thus forcing the Indian fur traders to come, no matter how great the intervening distance, to their trading posts on the Bay. This policy was dictated by their desire to keep the west and north locked up as long as possible for settlers, as they well knew, would cluster round their posts and drive the wild animals farther afield. Therefore, although Radisson and Groseilliers had rounded the western end of Lake Superior, they had established there no trading centre. It is certain, however, that the splendid geographical position of the spot on which Fort William now stands had long made it an Indian meeting place. There the Kaministiquia, fed by many streams and having its source in Dog Lake to the north, empties into Thunder Bay. It is part of a system of interlacing lakes and rivers which stretches far north and west.

The Northwest Company recognized that they could not compete with the older company unless they adopted the policy of establishing trading posts in the west. They immediately saw the strategic and commercial possibilities of the site at the river's mouth, and a great warehouse was built. This was the place where the leading traders met yearly to plan their work. So we are justified the first slogan, "Yesterday, the rendezvous and mart of the fur traders. We must add that in 1678 a single fur trader, Daniel Greysolon Duluth, had built a house near the river's mouth, and from that vantage point had carried on a fur trade with the Indians. After Lord Selkirk's attempt to found a colony in Manitoba had partly failed, the two rival companies were forced to unite and Fort William continued to serve as a centre for the fur trade.

This part of our history seems to concern Fort William alone, but as the fur traders opened up the district and made it known, and also pushed ever farther west and northwest, their activities form the necessary introduction for the history of the development of Port Arthur. In old records we are told that in 1863 there were but three or four buildings in Fort William, and none in Port Arthur, although we know that a little fur trade was carried on in the latter place. In 1857, too, the S. J. Dawson expedition, of which we shall hear more later, was fitted out from there for its work in opening the route to the Red River country. By 1867, seven miles of wagon road had been built out from Port Arthur. In the meantime silver had been discovered in mines in the district, and in 1868, with the opening of the Thunder Bay and Shuniah Silver mines, employing a force of about seventy men, the real history of Port Arthur commenced. Other mines such as the Silver Harbor and the 3A were discovered about this time. Stores were needed to supply the demands of this industry, and in the same year the first two merchants of what is now Port Arthur opened a general store and restaurant.

Two years later the place acquired another sort of prominence through the Red River Rebellion. The force sent to suppress the rebels, under the command of General Wolseley, landed at the "Station," as it was then known. The place was rechristened as Prince Arthur's Landing, and became the temporary headquarters of the expeditionary force. The population at that time was given variously as from 200 to 350, in addition to a floating population of hunters, prospectors, engineers and other soldiers of fortune.

There are various reasons given for the establishment of this small centre so close to Fort William. Port Arthur rises from the water front by a series of terraces to a height of about 400 feet, and the beauty of the panorama before one at that height is truly magnificent. This great natural beauty, with perfect drainage, combined to make it a most healthful and desirable place of residence for those whose business interests were in Fort William, but who wished to live their family life at a greater distance from the Indians. At that time, too, the sand bar which had been formed across the mouth of the Kaministiquia prevented all but the smaller vessels from landing, and "The Station" lay directly in front of ships entering Thunder Bay. Thus a small band of pioneers found homes and formed the nucleus of the present city.

Wolseley's expedition was to be of importance to the little village. In the first place, it put it on the map. More immediately important was the complete opening up of the Dawson Road as a highway for the troops. This road connects Port Arthur with the Shabandowan Lake district, forty-six miles distant.

So much for the early land transportation. The "Fathers of Confederation" were primarily responsible for the later development. By 1885 the C.P.R. was completed, and it ran through Port Arthur. In 1869 the Port Arthur, Duluth and Western Railway was built. It eventually became a part of the Canadian Northern system, which in 1902 chose Port Arthur as its terminal point. At that time it ran from Port Arthur westward, but in 1913 the line was completed eastward, thus connecting Port Arthur with old Ontario and the east. About this time the third transcontinental railway, the Grand Trunk Pacific, was completed, and Port Arthur found itself able to communicate with both east and west by means of three great systems.

We now turn to the water route, and to the history of the harbor. The Royal Commission on Transportation reported thus of it: "The harbors of Thunder Bay are of national importance . . . in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor, and should be laid out on a broad and comprehensive basis, taking in all the water from Bare Point north of Port Arthur to the mouth of the Kaministiquia River, up that river to lot 16, Concession 1, and including the Mission River to deep water in the bay." This advice gives the necessary justification for my treatment of the two harbors as one.

In 1823 a hydrographic survey had unfolded the harbor possibilities of Thunder Bay. As Mr. A. L. Russel, D.L.S., puts it: "The magnificent roadway for vessels existing in Thunder Bay, some thirty by fifteen miles in extent,—incapable of accommodating in security the Navy which to-day (1915) ensures an ultimate victory for the 'freedom of the seas.'" Previous to 1829 five vessels plying along the lake on business for the fur trading companies had made use of the harbors. In 1867-68 the first dock was built by the Thunder Bay Mining Company. It was 130 feet long and was situated one and a half miles east of Current River. Wolseley's expedition brought prominently into parliamentary view the convenience and safety of the harbor, and also its lack of adequate docking facilities. A plan for a 600-foot government dock was then prepared, and soundings taken. The following year, 1871, matters were brought to a head by the survey for the proposed C.P. Railway. Nepigon now entered the lists as a formidable rival for the terminal harbor on Lake Superior. The battle was keen, bitter, and not without interest from a political point of view. At one time Nepigon had apparently gained the coveted boon, but the contest finally saw Port Arthur victorious. Mention of this incident is not impertinent here, for on the result the future of the little town largely depended.

After the coming of the railway, new docks and other improvements were necessary, and these were built to keep up with the ever increasing trade. In order to provide an inner harbor, a breakwater was begun in 1883. As it was soon found inadequate for the large tonnage vessels of the following decades, extensive reconstruction and extension was undertaken. The breakwater extends from within 1,900 feet of the south city limit, to within 500 feet of the Kaministiquia channel. The inner harbor has, by dredging, been given a uniform depth of twenty-six feet. The federal government alone has spent over $20,000,000 on the development of these harbors which now have over thirty-six miles of deep water frontage. By utilizing all the harbor space of Thunder Bay, 100 miles of such frontage could be developed.

To-day it is not uncommon for a freighter to leave with over 500,000 bushels of wheat in her hold. She may come into port, unload a cargo of nearly 15,000 tons of coal, and leave within seventy-two hours, carrying an equal weight of grain. Vessels of 14,000 tonnage may leave this port, almost in the centre of the southern strip of Canada, and over 2,000 miles from the straits of Belle Isle, bound for Liverpool, 3,835 miles distant. This would not be possible were it not for the excellent harbor facilities and for the system of canals along the way. The Sault Ste. Marie Canal, the Welland, the Lachine and other canals on the St. Lawrence have all contributed to Port Arthur's development. They have been deepened and otherwise improved from time to time to allow ocean-going vessels to pass through them.

Other aids to Port Arthur's shipping trade are the Government lighthouses within Thunder Bay and all along the water highway; the storm-signal station, and the ice breakers, all of which play an important part in prolonging and rendering safe the season of navigation. In 1873, the steamer Erin took a 10,000-bushel shipment of wheat, the first from the port, from the fifth (?) dock built in Port Arthur. To-day the elevators of the two cities have a record of handling approximately 600,000,000 bushels in one season. The transportation facilities have kept pace with this increase of goods to be trans-shipped.

Such is the history of the city's harbor development. The question naturally arises, "What made this necessary?" The answer is threefold—the discovery of rich mineral deposits, the building of the Canadian Pacific Railway, and the active immigration policy of Sir Clifford Sifton, Minister of the Interior in the Laurier Government, which came into power in 1896. When it is borne in mind that the population of Manitoba increased 78 per cent. in the decade 1901-1911, further that those of Alberta and Saskatchewan increased over 400 per cent., and that British Columbia's census returns also showed an increase of 119 per cent., the rapid development of Port Arthur, which in 1901 was a town of 3,214 inhabitants, and in 1911, a city of 11,220, is more readily understood.

In 1872 Port Arthur was incorporated as a village, its original site of 534 acres surveyed, and the lots sold at public auction. A few years after, when the "railway" was the centre of interest and expectation, Port Arthur's first boom, well remembered by many old-timers, sprang into being. That the railway would choose this point for its district terminal was taken for granted, and property values jumped accordingly. But Fort William was finally chosen, although the railway continued for some time to carry on its package freight business from Port Arthur. When it wished to enlarge its sheds, a dispute arose between it and the city over the question of taxes. An incident in this dispute was the seizure of a C.P.R. train by the city, as a result of which the C.P.R. closed their station in Port Arthur. The threat of one of the company's officials that "he would make the grass grow in the streets" was almost fulfilled. Thus collapsed the first "boom," and thus began the rivalry which to some extent has hindered the higher development of the two cities. The question of municipal union has more than once been placed before the voters of these places, whose interests are so identical, but has been turned down each time by either one city or the other.

The withdrawal of the Canadian Pacific business was a crushing blow to the little town, as a comparison of the records of population shows. Growth was at a standstill from 1891 to 1901. But prosperous days were in store. The immigration policy of the Government was bearing fruit, and the one railway proved inadequate to handle either the incoming tide of settlers and their goods, or the outgoing harvest of wheat. In 1902 the Canadian Northern Railway, which had been buying up short lines and uniting them in one great system, decided to make Port Arthur a terminal point and the construction of warehouses, docks, elevators, and all necessary facilities for handling freight and passenger traffic were begun immediately. The railway at first ran westward only, but the years 1911-13 saw its extension eastward as far as Toronto. By this time a third railway, the G.T.P., was running through the city, as even two transcontinental railways had been unable to handle the traffic between East and West. During these years of railway activity, extensive immigration, and bountiful wheat harvests, Port Arthur experienced her second "boom," and real estate once more soared. At this time, to quote a well-informed resident, "the town was extended beyond the wildest hopes of the most sanguine, and utilities and roads constructed that will not be used for two generations." This period of speculation came to an end in 1914, and while the city is still suffering from the results in the form of a high rate of taxation, growth has been steady, although slow. Another result of this abnormal time is that many of Port Arthur's citizens are landpoor at the present time. That is, they hold land on which taxes are high, and which cannot be disposed of until a new period of financial and industrial activity re-invigorates Canada, and particularly the West.

From the foregoing it will be readily seen that Port Arthur has owed much to the railways which enter her doors, and to the C.N.R. especially. The entrance of the latter changed her in one decade from a town of three thousand to a city of eleven thousand inhabitants, and made her one of the world's great ports of trans-shipment.

The question of railways and their transportation facilities naturally leads to elevators, and coal docks, and sheds. The first shed was built in Port Arthur in 1883, and in that year the first shipment of grain, unloaded in bags from the cars, and conveyed to the vessel by wheelbarrows, left the harbor. The next year saw the building of the first elevator, with a capacity of 350,000 bushels. The crops of 1884, 1885, and particularly the great crop of 1887, made necessary increased accommodation

To-day there are at least twenty-nine elevators in the twin cities, of which Port Arthur possesses its fair share. The largest elevator in the world, with a storage capacity of 9,500,000 bushels, is on its waterfront. These huge storage vaults furnish employment for a large percentage of Port Arthur's population.

The handling of coal, both bituminous and anthracite, is another important industry, which depends on the C.N.R. The great ore and grain carriers, as return cargo and ballast, fill their holds with coal from the Lake Erie ports. This makes possible a low freight rate, and therefore the profitable handling of coal. The company handles and stores but does not buy or sell coal for use in New Ontario and the West. The coal may be discharged directly into the railway cars or may be stored in the docks, which have a frontage of 600 feet, and are capable of accommodating the largest boat on the lakes. They are fully equipped for rapid work, and have an annual capacity of over 1,000,000 tons. The C.N.R. used about one-half of this amount for its own operating purposes, the remainder is for dealers. The company commenced to operate the coal docks in 1906, four years before the Northern Navigation Company's fleet began to sail from Port Arthur.

The freighters leaving the city's wharves carry ore as well as grain. Port Arthur lies in a region of great mineral wealth, most of which is undeveloped. A paper read by Thos. Macfarlane, Esq., in Montreal, in 1875, has this to say, apropos of a visit made to Thunder Bay in connection with the discovery of Silver Islet and the development of the infant mining industry: "With a country of rock mainly composed of grayish flags and red and white sandstone, and these lying in an almost horizontal position, the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remember, however, that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper, had originally been undervalued by geologists who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing preconceived ideas to interfere with the thoroughness of the search." This attitude was rewarded by the discovery of silver nuggets close to the water's edge, discovered while blasting out some of the galena. The vein was found to be very rich, yet the Montreal Mining Company, who controlled the shares, were in favor of selling rather than working. However, it did operate for two years, the total value of the silver produced in that time being $23,115.35. The property was then sold to certain capitalists in New York and Detroit, who spent a good deal of money in developing the mine, a difficult and expensive procedure owing to the fact that much of the vein lay under water. In a little over a year the production of ore was valued at over $740,000. The total yield to date has been valued at about three millions. The history of this mine is very interesting, as the richest deposits were stumbled upon quite accidentally, and the veins seemed often to change in character. Its active existence is (humanly speaking) terminated, for the fierce storms of the winter of 1884-85 did their work, and all the galleries, shafts and passages of the mine are now filled with water. The subterranean recesses of Silver Islet probably have much silver buried in their depths, but the cost of pumping out the mine would be a costly preliminary to the resumption of operations, and it is not likely to be undertaken when other good mines are more easily available.

Practically all the silver mines of the district are largely controlled by U.S. capitalists, who, for reasons of their own, have delayed development. A great difficulty is that, as at Silver Islet, much of the ore is found in pockets, and the seams are difficult to follow. In 1901 five mines were in operation in the Thunder Bay district, all in the district south of the Kaministiquia.

To-day, in spite of the mineral wealth with which she is surrounded, one hears little in Port Arthur of mining operations, though the Atikokan Blast Furnace is a busy reminder of the iron wealth of the district. Yet the discovery of silver had much to do with the early growth of the town, and may be of great importance to her later development. In Port Arthur Holy Scripture prophecies are true even now, for one may walk on amethysts. It is doubtless unnecessary to say that they are of little or no commercial value. Barytes, copper, tin, iron, gold, lead and zinc, molybdenum, nickel, iron pyrites and building stone, are all found in the district, as well as agates and other semi-precious stones. This rich region stretches from Shebandowan to Nepigon.

The latter region is famous not only for its scenery, its fishing and hunting, but more, practically, for its electrical development and its forests of pulpwood, which provide Port Arthur with another important industry. The logs are cut and brought down the rivers in booms to the waters of the bay, where they are loaded on the freighters. The chief pulpwood forests of the district are in the Nepigon, Black Bay, Shebandowan and Dog Lake districts. The plants of the Shuniah Pulp and Paper Company, the Port Arthur Pulp and Paper Company and the Pigeon River Saw Mills are dependent on this and the lumbering industries, as is also that of the Provincial Paper Mills. The fibre of the wood cut is recognized as the best of its kind for paper making. Water free from all chemical impurities, unlimited and cheap electrical power, and an abundant supply of raw material make the paper-making industry of importance to Port Arthur. Both it and the lumbering interests, however, have suffered from the exploitation and rivalry of companies who have no permanent interest in the district or in Canada, and in recent years both industries have been disturbed by the uncertain outcome of pending legislation. The question of timber limits is as important to the lumber companies as the question of bounties on iron is to the mining interests. The settler, however, clears his own limit, this necessary labor of clearing his farm providing him with a secondary industry which yields quick returns.

One may suppose that the Lake Superior region is unsuited for agriculture, but in many regions this is not the case. To quote: "As early as 1857 H. Y. Hind in his report to the Government on the district lying between Lake Superior and the mountains stated that the land adjacent to the hills, Mackay, and its range, gave promise of great agricultural wealth." This prophecy has been proved true. McIntyre Township, in which Port Arthur is situated, is one of seven neighboring sections which, with Dorion Township near Nepigon, has yielded and is yielding the farmer rich returns. The area of these townships alone is about one-sixth of that of England, so it is apparent that the soil has done its part in making possible the development of Port Arthur and will contribute to its future, whatever that may be. Barley and oats among the grains may be profitably grown. Many varieties of vegetables and some of the hardier small fruits have also proved very successful, as has also dairy farming. The townships referred to, with the exception of Dorion, were opened up about 1890, at the time when the Beaver and Rabbit Mines were opened and exploited. The same roads from the two towns served for the both purposes. Dorion to the east is a very fine country and many farmers have found it profitable to cultivate its soil.

Port Arthur has two other industries which have not been mentioned yet, the tourist industry and shipbuilding, with which is combined the manufacture of marine engines and machinery. The drydock gives employment to many of Port Arthur's citizens.

To her natural beauty, her situation as a sort of outpost of the northern country of lake and forest where fish, deer, and tourists' and hunters' camps abound, and to her unexcelled transportation facilities, Port Arthur owes her tourist trade. Here come many sufferers from hay fever, sure of relief in the dry cool sunny climate that is one of the greatest charms of this district whose beauties are legion. Nor is the city itself unappreciative of the finer things of life, as its churches, schools, and hundreds of beautifully situated and cared-for homes testify. Port Arthur and Fort William operate between them their own waterworks, electric railway, and telephone systems. Electric power is furnished from Cameron Falls station, on the Nepigon, a plant which is capable of more than double its present development. Humanly speaking, there will never be any lack of electric power in Port Arthur. It is sold at a very reasonable rate, and is much used for domestic as well as industrial purposes. The street lighting is as good as that of Toronto, and indeed, in the matter of beauty or of public utilities, Port Arthur may well bear comparison with many larger cities. Three public parks are included in its acreage of about 10,000, and its schools are numbered with the best in Ontario. Every provision has been made for the physical, intellectual, social and religious welfare of its people, 50 per cent. of whom are of British birth. Russians come next with 10 per cent., the French with 5 per cent., the remainder being mostly Poles, Italians, Scandinavians and Germans, in the order given. With this large foreign population it is well that Port Arthur's earliest settlers were British born.

The climate of Port Arthur, of which mention has been made, has also helped in determining her development, perhaps in delaying it, as the majority of Ontario people, at least, seem to think that it is extremely rigorous. It may surprise such to know that the writer has found the bathing most delightful at the summer resorts along the northern shore of Thunder Bay at seasons when the waters of Lake Ontario were too cold for comfort or pleasure. Long bright warm summer days with the blessing of cool nights, winters less severe than those of the prairie provinces, dry invigorating air, and sufficient rainfall for agriculture, have with perfect drainage and the purest of water made Port Arthur one of the most healthful cities of the Dominion.

In summing up the development of this inland port, we must give first place to the situation. This, with the unexcelled highways by rail and water which connect Port Arthur with

Eastern and Western Canada, the United States, and even Europe itself gives her and her sister city a unique position. With natural resources ready at her call, a progressive population, delightful climate, and magnificent natural surroundings, the third of the slogans with which this description began may well be justified.

"To-morrow! The ocean port to an empire, and to millions of population; one of the greatest industrial centres of the North American continent."

THUNDER BAY AND THE KAMINISTIQUIA HALF A CENTURY AGO

A Letter from Catherine Moodie Vickers to her Mother, Susanna Moodie

Toronto, Sunday, August 31st, 1873.

My Dearest Mother,

We returned home after a most delightful trip on Wednesday night and I have been so busy settling the house that I could not write sooner. I was so glad to get your letter before starting. I asked Robert to write and tell you how they all were when we were gone, but I have not seen him to see if he did so. The Grey and Bruce road is just finished to Owen Sound and Robert is travelling almost all the time looking after the new agents. I think that the moving about does him good. He is looking better than usual. I also told him to tell you that directly the McIntyres have paid their autumn visit, which will be sometime this coming month, we shall all be delighted to see you. It seems a long time since we have seen each other. Cherry has kept you amused this summer, but of course now that the wedding is over she will be returning home to Ottawa. I have never heard a word from Agnes since Cherry left Ottawa. Has she returned home and how are all the family? I have not heard from Cherry for a long time.

Georgie kept house while I was away and everything went on very well. Darling baby was quite well and all the others jolly. Victor, who went with us, enjoyed himself very much and was not the least trouble.

We had good company up with us—Lord and Lady Dunraven, Dr. Kingsley, author of 'South Sea Bubbles,' 'Mrs. Brown at the Sea Side' and other humorous books, and Mrs. McEwan, of Glasgow. John had known Lord Dunraven as a boy, Wyndham Quinn, of Adair Abbey, Limerick, next door neighbor and intimate friend of the Blood Smyths, who have always corresponded with John[1] sent all the Limerick papers for so many years. Mr. McEwan and he are partners of John's in several of the mining locations, so they were all very glad to meet and talk over the business matters, whilst I had great fun with the old Doctor, who is one of the most charming and entertaining of men, past middle age, somewhat above sixty, but full of life and energy, enjoyed everything he saw and heard. He has been all over the world and as a Yankee Doctor said of him, a perfect Encyclopedia. Every one was afraid to talk to the author but myself, and when we sat down for a quiet talk all the people gathered around to listen. This amused little Lady Dunraven very much. She is a dear, quiet, affectionate little creature, no nonsense about her, and being stared at and pointed out as a curiosity annoyed her very much. Victor called her *Mrs* Dunraven. One day she called him, "Victor, have you seen my husband anywhere?" "Which one, the fellow with the spectacles?" "Yes, the fellow with the spectacles is my husband. Ask him to come here." Back came Victor. "I told the fellow with the spectacles, but he is talking to a lot of other fellows and will come to you presently." Vic raised his hat like "the other fellows" and went off after having his red cheeks patted and admired. Lady Dunraven has three little girls—no boy yet. She is very frail and the old Doctor takes great care of her. Dr Kingsley reminded me very much of Uncle Traill, but he smokes instead of snuffs. He knows Aunt Agnes but has not seen her for some years. They left us at Silver Islet and gave us a most pressing invitation to visit them at Adair should we ever go to Limerick. Lady Dunraven will certainly call to see me if she comes back by way of Toronto.

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[1] Her husband, John J. Vickers.

We had rather foggy, dull weather on our way up to Lake Superior and after passing Thunder Cape (which is over twelve hundred feet high) and getting into Thunder Bay we had a thunderstorm which for grandeur I never expect to see surpassed,—the vivid flashes of lightning lighting up the mountains on each side of us and showing the black waves with their white caps around us on every side, then from all sides of us ribbons of fire ran up the sky in all shapes, more like rockets and fire works, whilst the thunder leaped from mountain to mountain in a continued roar like nothing I ever heard before, and followed by a low growl. The lightning I suppose is attracted by the mineral deposits all around Thunder Bay. Certainly the whole locality is well named. If I were an artist I would choose Thunder Bay in a storm as the grandest representation of the end of the world. I could not help fancying when I looked over the side of the vessel that I would see old Charon launch his boat from the foot of Thunder Cape. Thunder Bay would be a magnificent Styx. How I wished that you could have seen that storm. The Captain who went with me to the extreme bow of the vessel, fearing I think that I would tumble over in my anxiety to see all the storm, said that so many people were afraid of thunder and lightning that he thought that he was the only person that admired lightning, but he had seldom seen it so fine as that night and was so glad to see someone else who liked to watch a storm. The morning was soft and misty when the little tug came to take us up the river to the Fort and everything so calm and lovely that it seemed impossible that such a storm had raged the night before. We found the McIntyres all well and Fanny and her tiny baby there to meet us—such a lovely little creature with such wise blue eyes. Fanny looks younger now than when she was at school.

We enjoyed two days seeing our friends at the Fort and dear John was so well—the change did him so much good—that he was anxious I should go to see some of his lots; so Mr. McIntyre suggested that as he had a picked crew of Indians waiting for the Governor of the Hudson's Bay Company, tents, canoe, etc., that I should take them and go up to see the Kakabeka Falls, thirty-three miles above Fort William, the Niagara of the North. So on Thursday morning at 8:00, George McIntyre and myself took our seats in the middle of one of the grand bark canoes with our blankets under us (for we should have one night under canvas), pillows at our backs and waterproof sheets over us and our effects—John's big picnic basket with provisions for eight—George and myself, John McKellar and Willie Russell and our four brave and tried Indians, the most skilful managers of a canoe in the country, armed with paddles and the iron-tipped poles, the main stay of our frail bark when we should reach the rapids. For the first ten miles from Fort William to Point de Meuron, where steamboat navigation ceases, the river is wide and calm, the morning we started like a mirror. The men paddled the ten miles without a halt. Just as we came in sight of the point where Mr. McIntyre has a cottage, the rain, which had been threatening, came down in torrents and we remained a couple of hours, took our dinner, and as the Indians said it would not take all day we started from there at 2:00 p.m. The rain continued falling at intervals all the afternoon but the wild beauty of the river made us forget it. Three miles above Point de Meuron at the entrance to Slate River, where John has a large amount of land, the scenery is beautiful beyond description; on our left Slate River dashing down through the mountains of slate among the beautiful little islands in the Kaministiquia, McKay's mountain behind us, the roaring rapids in front of us, and a beautiful natural meadow on our right with tall elm trees like a plantation, the dense forest rising behind. The greenness of this part of the country is something wonderful. One of the little islands opposite Slate

River we could compare to nothing but a salad bowl of fresh lettuce, the green was so vivid. After passing these islands the business of polling the canoe began. Our guide, the old Indian in the bow, stood up and with a careful eye scanned the foaming rapids, then with a few growls and waves of his hand gave the directions to the men after asking anxiously of George if the lady would be afraid. They dislike cowards in a canoe. She assured them that I would not be nervous and when he had gone up the first rapid and I behaved myself they testified their approval by nods and grunts and I rewarded them by glasses of whiskey, tin cups I should say. Never did men require or deserve refreshment more. The fatigue is immense propelling a canoe, so heavily laden, by main strength up those roaring rapids with short stretches of paddling. The rapids continue for twenty miles, each one more beautiful than the last and more dangerous to ascend. Mr. McIntyre told the men to take me as much as possible in the canoe if I were not afraid, so at all the worst passages the guide and steersman remained in the canoe with George and me, the gentlemen and the other Indians walking, the Indians carrying the baggage. The drawing of the canoe between rocks and waves is the most exciting thing I ever witnessed. Once in a while you feel the poles slip and the canoe is carried many yards down stream, then a sudden dart across the river to some little islet for safety whilst our boatmen wiped their streaming faces and commenced [illegible] a fresh tug with the wild stream. I can hardly believe it now, it is true that I was so calm and enjoyed the combat with those waters —only that thin bark between me and instant death, for no one could stand a moment or even swim across those rapids, as we saw by the efforts made by a noble black Eskimo dog belonging to one of our men who had to run along the shore for miles to safe swimming places—such a noble brute, who called to his master from the high banks, first on one side, then the other, sometimes behind us then far ahead.

At 7:00 p.m. we came to the camping ground, just seven miles below the falls. It was just dark and it seemed a strange place to sleep, the grass and trees wet as possible but the men soon tramped down the grass, lighted a fire, and pulled wet boughs for our beds, spread the waterproofs, made the beds, and pitched the tents, whilst George and I laid the tablecloth beside the fire and prepared the meal. Water was soon boiled in the tea kettle, the tea made and the tin'one pork fried and cake baked. At half past eight we shut up our tent and changed our clothing for dressing gowns and slippers and after praying in the wilderness for the dear ones at home settled ourselves to sleep. The crackling of the fire kept me awake some time, the roaring of the rapids, then the snoring of the gentlemen in the next tent but at last all nature was still and we slept soundly until called at 7:00 a.m.

Oh but the waking was cold! The quick early breakfast did not warm us but a bright glorious sunrise did. Such a morning on such a lovely river, the dew and rain drops sparkling on the trees and grass, the wild convolvulus and wild hops festooning the trees and gay flowers. I never saw before the red rocks in the river looking like lions and whales. The rapids become more rapid, the land higher on each side and by the great roar we knew that we were not far from one of nature's greatest wonders. The sun shines brighter and every minute great patches of white foam pass us. The beauty of that morning repaid us for the fatigue of the long journey, our damp clothes and cramped feet, to say nothing of fly bites which we knew were on our faces, hands and bleeding necks, but who could wear a veil or other protection in such a scene.

At 8.00 a.m. after severe work our men land us safely at the portage, about a mile below the falls which are hidden by high rocks. They spread our tents and bedding to dry and insist upon our taking a proper breakfast. George and I help with the table but are too impatient to see the falls to eat. George had been twice there before but was as anxious as myself. After breakfast we leave two men to clear up, wash our bedding, etc. No living creature there but flies and fishes. With the canoe light we once more go into the rapids and a few vigorous efforts of our guide and steersman puts us past the projecting rocks. I shall never forget my feelings. There before us was the most glorious sight mortal eye could see. Gilded and burnished by the morning sun the great current of water came rushing down nearly two hundred feet the whole breadth of the river, no island or stone to break the outline—one pure torrent of snow-white foam, not clear or crystal-like but like a continuous mass of cream. As it reaches the rapids below it breaks over the rocks which, from the quantity of iron in the neighborhood, are bright red. The water in a glass is the color of brandy or sherry wine so you may imagine what it is when the sun shines on those stones. There is a little island formed originally no doubt by the gravel and stones carried down by the river but now covered by a few birches, dogwood and young cherry trees, moss and wild vines, just a little footing I may say, and here we landed so we could look our fill. As we walked we were in the loveliest rainbow—the stones, the trees, everything gloriously colored with it. Such a fairy island, such shabby folks, all gilded by that rainbow—it seemed magic. We were wet then with the spray but never thought of it. Looking from the island the falls were directly in front of us, a high cliff of iron and slate on our right hand with giant trees which seemed in the clouds; on our left a steep mountain, or rather two, one above the other covered with moss, so green that eye could hardly look at it, the lower hill quite round on top without trees or shrubs, the upper one thickly wooded with cedar and tamarack from which hung long grey moss—grey bearded trees with lovely moss all over the rocks; behind us the roaring rapids. I wish I could paint the picture for you with your fat old daughter all ragged and rumpled, looking at it with the tears streaming down her cheeks, our Indians leaning on their poles, silent and still. Do they feel as we feel about such things?

We stayed an hour, then returned to the camp and climbed the mountain from the back and walked along the edge of the highest mountain, looking down into the shining abyss. When there, by careful climbing, we find deep, natural steps in the slate rock and we go down about half the height of the falls and look up and down and into their beauties, again drenched with spray and the waters of the actual falls washing our feet. After the usual human vanity of scratching our names on the rocks, we climb back to the summit of the mountain and gather mosses and that lovely flower which seems to grow wild only in sight of rushing water, the columbine, so fragile and lovely. We stumble our way down over broken trees and rocks, slippery mosses, and millions of pigeon berries, blue berries and raspberries where there are neither humans nor birds to gather them, back once more to camp, our shoes worn out, our faces one mass of blood, our clothes in rags and tatters, but happy and satisfied and actually hungry. At 2:00 p.m. we leave our camp and turn our looks upon a scene which I do not think it likely I shall ever see in the flesh again, but to be remembered and thought of so long as I have the heart to admire God's wonderful works.

I shall be satisfied for my children to see them and think that I actually had courage and strength to climb those rocks and worship at nature's shrine before it and they were marred by the hand of man—no taverns or curiosity shops or railways, no steam whistle to bring one down to everyday life.

Our journey down the rapids was quick, exciting work. Four hours brought us back to the first mark of civilization—in Canada, the sawlog. Two hours' steady paddling and we see the sun set on old McKay a red color reflected in the still river. The mountain looks like Windsor Castle illuminated. We now meet canoes and boats and see the lights in the little log houses at the Catholic Mission and 6:00 p.m. Friday, August 22nd, land safely at the Fort. Good Mrs. McIntyre and Victor are at the wharf to meet us, dear Papa getting very anxious as it is so late. We eat a good tea, take off our old clothes, go to sleep and are all right next day, excepting the horrid fly bites which are not well yet. Saturday we see our friends and pack up. Sunday we say farewell and to-night just a week from then.

I have scribbled all this just for your amusement and have not told one-half. When you come up I will tell all the rest. The children are never tired hearing my adventures and consider me a great traveller.

I brought home some trophies in the way of stones, moss, etc.

I must stop now. It has struck 12:00 and all are in bed asleep. I fear you will not be able to read this scrawl. Give my love to Aunt Cherry, Kate and all friends, and believe me as ever your loving daughter

KATIE VICKERS.

A SHORT HISTORY OF LAKE NAVIGATION

By C. H. Keep (in the Marine Review)

The commerce of Lake Superior was developed long after that on the lower lakes had become firmly established. It is better, therefore, to give a short account of its growth in a separate paragraph. For the following account the writer is indebted to Mr. J. T. Whiting, General Agent, Western Transit Company, Detroit. Mr. Whiting's acquaintance with the Lake Superior trade goes back to the beginning and has continued to the present day (1892). There is no one better qualified to speak of its every detail from personal observation. Mr. Whiting's history is given in his own words in so far as his personal connection with early navigation is concerned.

From record and tradition (from both of which I borrowed more or less in preparing that portion of this article relating to incidents prior to 1842) it appears that Lake Superior was navigated from about 1800 by vessels of the Hudson Bay and American Fur Companies.

A vessel named the Recovery, owned by the British Northwest Co., was one of those so employed. In the War of 1812 the parties owning the Recovery were fearful that she might be captured by U.S. forces, and history, well known to the oldest inhabitants of Lake Superior, tells us that she was placed in one of the deep narrow bays on the northwest end of Isle Royale, known as McCargo's Cove, which was then under the control of the British Government. Her spars were taken out, and her hull entirely covered over with branches of trees and brush wood. On the advent of peace she was brought from her hiding place, refitted and put into commission again, run over the rapids at Sault Ste. Marie and placed in the lumber trade on Lake Erie under the command of Captain John Fellows of Fort Erie. She was about 150 tons burden, and brigantine rigged.

Another vessel named the Mink was also on Lake Superior before the war. She was also subsequently brought down over the rapids and employed in a general business during the balance of her life. About 1834 the American Fur Company decided to build what was then termed a large vessel for the navigation of Lake Superior. When built and completed under the direction of Messrs. Ramsay Crooks and Oliver Newberry, she was placed under the command of Capt. Charles C. Stanard, who in years after became well known and very popular commander of steamers in the Buffalo, Detroit and Chicago trade. This vessel was named the John Jacob Astor, and was the first U.S. vessel launched upon Lake Superior. Her timbers and planks were gotten out at Black River, Ohio, in the fall of that year (1834) and were shipped to Sault Ste. Marie and from there hauled (carted) across the portage to the head of the rapids, where her keel was laid and the vessel launched about the 1st of August, 1835. It was while Captain Stanard was in command of this vessel that he discovered the well-known rock, afterwards named Stanard's Rock, situated in Keweenaw Bay, on which the U.S. Government has since built a first-class lighthouse. Captain Stanard remained master of the Astor till 1842, after which Capt. J. B. Angus, a well-known navigator of the lake, became master and remained in charge until she was wrecked at Copper Harbor sometime in September, 1844, while landing a cargo of material to be used in building Fort Wilkins.

The American Fur Company built two vessels in the years 1837 and 1838, one of which, owing to faulty construction, was never launched, while the other is supposed to have been put into commission, but her name, as well as her history, has been lost.

The schooner William Brewster, of about seventy tons, was launched in August, 1838, and in that fall, fearing she could not be kept profitably employed, she was run over the Sault Rapids, and afterward engaged in the general business of the lakes. The timbers of the Brewster, like those of the Astor, were gotten out in Ohio, carried to Sault Ste. Marie, carted across to the head of the rapids where they were set up, and the vessel finished.

In the spring of 1846, the steamer Benjamin Franklin was put upon the route, where she continued to run until 1850, when she was wrecked at Thunder Bay, Lake Huron. These were followed at intervals as the exigencies of the trade required by the steamers Northerner, London, Tecumseh, Albany, Illinois, E. K. Collins, North Star, and the propellers Goliath and Peninsular, as well as the two small steamers the Gore and Plowboy, which were put on the Canadian route between Owen Sound and the Sault. These were, as a rule, all light-draught vessels, and had comparatively little difficulty in navigating St. Mary's River, as it was then the greatest obstacle on that part known as Lake George, where the channel then ran in close proximity to the Canadian shore, and in which, about two miles from the western end of the lake, a bar existed that at times caused serious trouble—so much so, that the American Fur Company, after the building of the brig Ramsey Crooks, in the absence of tugs or other steam assistance, was forced to build a crib or pier on either side of the bar, for the purpose of heaving the vessel over it, and at times lightening her, again transferring the freight by small boats or scows to the vessel after getting her over the bar into deep water. This same pier being kept in repair was used more or less for the same purpose by other vessels until the deepening of a more direct channel through Lake George by the U.S. Government after the opening of the Sault Canal in 1855. With the view of showing the extent of the transportation of freights, baggage, mining companies' supplies, between Lake Huron, the Sault River and Lake Superior, it may be well here to say that the late Sheldon McKnight, of Detroit, holding an official commission from the government, as connected with the permits for the exploration of the copper mines of Lake Superior, and residing at the Soo during 1844-45, did all the transferring across the portage thereat by means of one old gray horse and a cart.

In the spring of 1846, the volume of business seemed to justify Mr. McKnight in building a warehouse and dock below the Rapids, to better facilitate the hauling of luggage and freights. During 1846-47 this was done by the firm of L. W. Tinker & Co., of which he was himself a member. The volume of freight had so increased in the meantime that they were obliged to add to the old gray horse and cart two double teams.

In the spring of 1848, the firm of L. W. Tinker and Co. having dissolved, Mr. McKnight employed Mr. T. J. T. Whiting, then of Detroit, to take charge of the business. Mr. Whiting found himself again obliged to increase the teaming facilities by adding thereto two more two-horse wagons and the necessary horses.

In 1850 the business had increased to such an extent that additional facilities for carrying freights in either direction across the portage induced Mr. McKnight to procure a charter for the formation of the Chippewa Portage Co., under which a light tram road was built, running across the portage, operated by horses, and connecting the warehouses and docks at either end thereof, which, with sundry changes in the location of the tram, in consequence of the building of the canal, continued in use most of the time by day and night through the season of navigation until the completion of the canal in 1855. By the tramway, under favorable circumstances, the company could move from 300 to 400 tons of freight, including mass copper, every twenty-four hours. About 1851 the firm of Spaulding and Bacon, general merchants at Sault Ste. Marie, with a view to accom-mining business, brought them by the steamer Northerner running from Cleveland and connecting with the propeller Manhattan on Lake Superior, these two boats being owned by S. W. and A. A. Turner, of Cleveland, placed teams on the route across the portage, but after some two years abandoned the same, and all such freights as well as those carried by the steamer E. K. Collins on the Lake Huron route, and the side-wheel steamer, Sam Ward, on Lake Superior, were diverted into the hands of the Chippewa Portage Company and there remained until the opening of the canal.

In the meantime the iron district of Lake Superior having become somewhat developed, and the production of copper having increased so rapidly as to force all interests to agitate the question of greatly enlarging facilities for meeting the necessities of a promised largely increasing traffic on Lake Superior, a preliminary survey for an estimate of the building of the St. Mary's fall ship canal was undertaken. In this enterprise the Hon. O. D. Conger took an active part, though we think that the late John Burt of Michigan was director of the survey. The reports thereof induced the U. S. government to donate to the State of Michigan 750,000 acres of public lands, stipulating, however, that the canal should not be less than 100 feet wide, and twelve feet deep, with two locks not less than 250 feet long and fifty feet wide. Mr. Charles T. Harvey having his attention called to the matter, instigated, though with much opposition from the government, that the size of the locks be increased to 350 feet in length and seventy in width, with a lift of eighteen feet. These preliminary arrangements having been completed, Mr. Harvey was appointed general agent and on June 4, 1853, the first sod was broken and the work commenced, and it was completed on the 18th of June, 1855. The steamer Illinois, commanded by Capt. Jack Wilson, was the first to pass through, and was followed the same evening by the Baltimore, under Capt. John Reed, bound down for Buffalo. Just here it might be right to say that Mr. Sheldon McKnight and the Chippewa Portage Company, prior to the completion of the canal, had placed the following named propellers and side-wheelers on the route between Buffalo, Cleveland, Detroit, Sault Ste. Marie and the various ports on Lake Superior, namely the Monticello, Baltimore, Peninsular, Ben Franklin, London, Albany and Illinois, the Monticello, Baltimore and Peninsular having been hauled across the portage as business required.

In bringing this review of the early days of shipping on Lake Superior to a close, it may be proper to call attention to the fact that the early navigators of Lake Superior, among whom we find the names of Capts. Stannard, John MacKay, Bendry, Smithwick, Wood, Brown, John Stewart, Reed, Jack Wilson, Lamphier, Clark, Averill, Angus, Reymond, Rider, Goulding, Spaulding, Easterbrook, Sherman, Ripley, as pioneer masters, are entitled to credit for great skill in successfully navigating its unknown waters, unaided by any reliable charts, lighthouses or other governmental aids to navigation. It may be truthfully said, that they built better than they knew, for they, in connection with the early explorers and the successful investors and seekers after wealth on the shores of Lake Superior first gave birth to the thought that this Lake might be made part of one of the great highways between the Atlantic and Pacific oceans. They traversed unknown and unexplored waters with the success that was worthy of the enterprise, energy, watchfulness, skill manifested in their vocation, for as we now recall there was but one fatal casualty occurring among them, from the opening of navigation on Lake Superior in 1844 to the opening of the canal in 1855. This was the loss of the schooner Merchant, commanded by Capt. Brown, sailing from Sault Ste. Marie for Copper Harbor and other points in the season of 1847. Neither she, nor any of her crew or passengers, were ever heard of again. As a matter of historical reference, it may be said that the first lighthouses on Lake Superior were built as follows: at Whitefish Point, in 1847; Copper Harbor, 1849; Eagle Harbor, 1850; Ontonagan, in 1852; and Marquette, in 1853; while the first surveys of the south shore of Lake Superior within the limits of the U.S. were not commenced until the year 1855, and charts thereof were not issued until some years later.—(In the Fort William Times-Journal, Oct. 29, 1892.)

THE FIRST TELEGRAMS FROM AND TO THUNDER BAY

WITH INTRODUCTORY NOTE BY NEIL MCDOUGALL

December 16, 1914.

The enclosed copies of the first through telegrams between Thunder Bay and Winnipeg may be of interest to the Historical Society. The originals are in my possession. In August, 1877, we constructed the first portion of the line from P. A. Landing to the old Fort and the first messages exchanged were from and between the late Governor John McIntyre and the late S. J. Dawson, M.P. The line was built under Oliver Davidson & Co., contractors, by John W. Sifton, from Rat Portage to Winnipeg, and from Rat Portage east by Neil McDougall. I was Superintendent for five years. Our head office was in the celebrated old "Neebing," West Fort. The office in P. A. was in charge of Ald. W. F. Cooke, who is still occupying the same stand on Arthur Street to-day. Ten-word messages to Ontario cost $2.00; at times replies were slow, but we could generally beat the dog team mail.

NEIL MCDOUGALL.

CANADIAN PACIFIC TELEGRAPHS

THUNDER BAY BRANCH

All messages are received by this company for transmission subject to the terms and conditions printed on Form No. 2, which terms have been agreed to by the sender of the following messages, etc.

P. J. BROWN,
Manager.

NEIL MCDOUGALL,
Superintendent.

PRINCE ARTHUR'S LANDING, ONT.
August 28th, 1878.

TO THE MAYOR OF THE CITY OF WINNIPEG:

The inhabitants of the Thunder Bay District send greeting and congratulations to the people of the City of Winnipeg upon the completion of the Canadian Pacific Telegraph from the waters of Lake Superior to the Prairie Province, and they trust ere long the iron horse shall awaken the stillness of the now primeval forest and establish your better acquaintance with Thunder Bay, the future outlet for the New Empire of the North West.

THOMAS MARKS,
Reeve.

[Same heading as in the preceding telegram].

Winnipeg, Aug. 29th, 1879.

To Thomas Marks, Reeve,
Prince Arthur's Landing

We are one with you in sentiment on the happy event of telegraphic connection between Thunder Bay and Winnipeg. We earnestly trust that your anticipations as to closer intercourse by means of the iron horse will be realized and that soon your Port will be filled with crafts ready to secure the golden produce of our prairies. Pray with us that our rulers may reacquire the wisdom to see the necessity of completing this great work without further delay.

Thomas Scott,
Mayor

LAKE SUPERIOR, ITS DISCOVERY AND HISTORY

By Capt J. W Hall.

The first ever known of Lake Superior by whites was in 1641, when Charles Raymbault, and Isaac Jogues, Jesuit missionaries, visited the Ste. Marie River, and were informed that beyond the foaming rapids was a lake called by them Kitchi-gami (Big Lake). They were followed in 1660 by Rene Menard, also a Jesuit missionary, who reached Point Keewenaw and, while crossing the portage, wandered into the woods from his companions and was never heard of afterward

The existence of copper in that region was known as early as 1666, when Father Claude Allouez discovered pieces of pure copper weighing from ten to twenty pounds. In 1669, La Hontan visited the lake and discovered the copper mines as he records in his travels. In 1721, P. de Charlevoix passed through the lake on his way to New Mexico, and mentions the copper mines in his Journals. It was again visited by Captain Carver in 1766, who in his book of travels published an account of the copper found on its shores. The mines were worked as early as 1771, by a company composed of H.R.H. The Duke of Gloucester, Secretary Townsend, Sir Samuel Tuckett, Bart., Mr Baxter, Consul of the Emperor of Russia, and Mr. Cruikshank, in England, and Sir William Johnson, Mr. Bostwick and Mr Henry in America. An air furnace was erected by this company at Point aux Pins. Their mining operations were confined to the south shore of the lake to the Ontonagon River. The object in forming this company was not for the purpose of obtaining copper, but for the silver ore it might contain. During the winter of 1771-72 they penetrated into the hill forty feet on a vein of native copper which held out that distance. In the spring, when the thaw came, the clay on which they had relied for its stiffness and neglected to prop up, caved in, when the enterprise was abandoned. Traces of these early operations are distinctly visible at this late day in the vicinity of the great copper rock, weighing nearly two tons, which was removed by Julius Eldred of Detroit, in 1845, and taken to the Navy Yard in Washington. The commerce of Lake Superior, if such it might be called, had its commencement in 1812, when a vessel of some forty tons, called the Fur Trader, was built on that lake for the North West Fur Company, which was afterward run over the Sault Rapids and sustained such injuries as to render her useless She was the first craft that ever hazarded the attempt. A vessel was built by the same company at the close of the war of 1812 She was secreted under the Island of Caribou covered with brush where she lay sunk for several years. She was run over the Sault Rapids and during her descent both masts went by the board Soon after her arrival on the lower lakes, she was sold to Capt. James Fellows of Fort Erie Ontario, and Augustus Merwin of Cleveland and named the Recovery and for several years was employed in the lumber trade on Lake Erie, rigged as a brigantine, but finally went to decay at Waterloo, opposite Black Rock She was 150 tons burden. A voyage was made to the Sault in the brig Wellington in 1817 commanded by Capt. Alexander McIntosh and piloted by Capt John Hackett She took in tow a small steamer of 30 tons burden by the name of the Axmouth and on her arrival there was hauled over the portage on the Canadian side and relaunched in Lake Superior and delivered over to the North West Fur Co. and was the first vessel hauled over the portage.

The second vessel that came over the Sault Rapids was the Mink which took place in 1817 She suffered considerable damage but was repaired and put into service on the lower lakes She was a British craft but was subsequently sold to U S. owners, and survived for many years afterward In 1842 a vessel called the William Brewster was also run down the Sault Rapids performing the hazardous attempt in safety Her frames were got out in Euclid, Ohio, in 1838 shipped on board a vessel to the Sault, when she put together and launched in Lake Superior in August of that year and was sailed by Capt. John Wood

The above were the only feats of running boats down the Sault Rapids up to the opening of the ship canal in 1855 From 1815 to 1822 Lake Superior was navigated by only one small schooner It is recorded however that as early as 1800 the North West Fur Company owned two or three schooners that navigated these waters the Mink above mentioned, being of that number which finally sunk and went to decay in the River Rouge below Detroit.

The American Fur Company caused to be built the Astor the timbers of which were got out at Black River Ohio in the fall of 1834 and were shipped to the Sault in the spring following by Oliver Newberry where she was put together She was finished in August and sailed for La Porte in command of Capt. C C Stanard who continued master of her until 1842, when his brother Capt B. A. Stanard took charge of her She was

wrecked at Copper Harbor in 1844, where for several years afterward portions of her remains were visible.

In 1837 the Fur Company built two other vessels, of some twenty tons each. One of them, however, was never launched. The other, the Madeline, was sailed by Capt. Angus and was employed in the fish trade. In 1847 there was employed on Lake Superior two steamers and nine schooners, as follows: Str. Julia Palmer, Propeller Independence, Schooners Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trade, Siskawit and White Fish. The Merchant was lost in June of that year with all on board, being temporarily in command of Capt. Robert Brown, of the Swallow, with several passengers on board.—(In the Port Arthur Sentinel, April 29, 1885, copied from the Cleveland Marine Record.)

THE RED RIVER EXPEDITION OF 1870.

From the Thunder Bay Sentinel of Sept. 21, 1882

Now that the last trace of the work—the old stockade, nothing in itself of more importance than a landmark of the expeditionary force which landed here twelve years ago—has been removed from our shores, now that all the indications of civilized advancement are assuming such practical and decided shape in these once wild regions, and now that time has rendered the particulars of the events that established our beautiful town on the queen of fresh waters effete to all but a favored few of our townspeople, we think the occasion a good one to reprint the history of that time as associated with the Red River expedition which passed through here under General Lindsay. There is so much genuine information and interesting matter in the report issued by Mr. S. J. Dawson the year following the expedition, that it is with reluctance that we feel compelled to curtail it. Nevertheless, to all who give it their attention much will be found to repay them, and as we are in possession of about the only remaining copy of the report, the reproduction of it in our columns will be worth saving for reference. The report commences:

Early in the winter of last year (1869-70) I received instructions from the Government to provide vessels of a class adapted to the navigation of waters in the unfrequented region intervening between Lake Superior and the Red River Settlement. A military force had to be sent through on the opening of navigation, and it was a matter of vital importance that the vessels should be of such a character to meet the exigencies of such a service.

The route for a distance of six hundred miles had never been traversed by any vessel larger or stronger than a bark canoe, and the chief officers of the H. B. C., who were supposed to be well acquainted with the country, had declared it to be impracticable to their boats. Among those who gave expression to this opinion was the late Sir George Simpson, Governor of the company, than whom no one could pretend to have greater experience in navigating the inland waters of British North America.

That distinguished gentleman, in a written communication to the Government, which was subsequently published, had expressed his belief that the route was practicable to only bark canoes, and that these, as everyone acquainted with such vessels must concede, were not adapted to the transportation of troops.

So general was this opinion as to the character of the route by Lake Superior, and so firmly fixed had it become, that the Imperial Government sent troops by way of Hudson's Bay to Fort Garry once in 1846, when a wing of the 6th Foot was led up from that icy sea, by Col. Crofton, and again in 1857, when several companies of the Canadian Rifles were sent out.

Having traversed the route by Lake Superior frequently, I was able to explain to the Government that the reports as to its impracticability were exaggerated, that it had been for many years the highway for the North West Fur Company, and that, after the mountainous country on the borders of Lake Superior was passed, that there would be no difficulty whatever in sending forward a force of considerable numbers by means of boats.

The suggestions which I had the honor to submit, in this regard, having been approved of, the services of the principal boat builders throughout Canada were speedily called into requisition. Early in January the first contracts were given out and the work of boat building went on without interruption until the opening of navigation. At the same time a number of flat scows were ordered for use in shallow rapids, and every article of outfit that could possibly be required whether in the way of rigging for the boats, tools for repairing them or outfit for the voyageurs, was provided in ample quantities.

I was further directed in January, 1870, to increase the force on the Thunder Bay road, in so far as the season and the nature of the locality would permit, so as to have the larger bridges completed and other necessary preparations made before the opening of navigation. In order the better to insure these instructions being carried out, an active and experienced officer, Mr. Lindsay Russell, was despatched by way of Superior City, from which place he had to walk two hundred miles on snow shoes to Thunder Bay. A copy of his instructions is attached, and I may here remark that he executed them with energy and skill.

It was at this time apprehended that the insurgents at Red River might endeavor to tamper with the Saulteaux Indians, a tribe which occupies the country about Fort Frances and the Lake of the Woods in formidable numbers, and in order to establish and keep friendly relations with these Indians, by direction of the Government, I sent instructions to a trusty agent at Fort William to proceed to Fort Frances where he had long needed, and to enter into communication with the leading men of the tribe. A copy of these instructions is hereto annexed.

Before the navigation opened it became necessary to secure the services of a number of skilled voyageurs to manage and navigate the boats, and agents were accordingly despatched to the various localities throughout the country where the desired men were to be found.

Furthermore, in hiring men for Public Works, in view of the probability of the necessity arising of their being required as voyageurs, such only were engaged as had some experience in the navigation of inland waters of the country, or in driving logs in rapid rivers. The total number of men thus engaged, either as workmen or as voyageurs, was eight hundred, and it was kept at that number throughout the season.

Having been in communication with the military authorities at various times during the month of April, I was most careful to inform them as to the condition of the Thunder Bay road, and the character of the country generally, through which the expedition would have to pass. They were furnished with maps showing the length respectively of the portages and navigable sections, and in order that there might be no misapprehension as to the state of the road, I submitted to them a memorandum, of which the following is a copy:—

Ottawa, Apr. 25, 1870.—When the work of road-making was brought to a close last fall, a section of twenty-five miles, reckoning from Thunder Bay, was practicable to wagons, with only one interruption at Kaministiquia, which was then unbridged, and continuing on the line an additional section of ten miles was cut in such a way as to be practicable for oxen with sleds or carts.

The two large rivers, the Kaministiquia and the Matawin, which cross the line, were bridged last winter, and bridges are also built over the more considerable of the smaller streams, so that practically the work of bridging may be considered completed.

It may be added that portage roads were laid out and opened in so far as such work could be done in winter, between Shebandowan and Lac des Milles Lacs.

At the same time instructions were sent to the officers in charge to set all the available force to work on the road as soon as the snow should have cleared off, so as to admit of operations thereon being resumed, so that about eighty men are by this time engaged on the unfinished sections of the line.

An additional force of 120 men will be sent to their aid by the first steamer, and a week later a further number of about twenty will go up.

The voyageurs who go up in charge of the first shipment of boats should immediately on their arrival in Thunder Bay be sent to open and improve the portages between Shebandowan and Rainy Lake, and for this purpose they can be supplied with canoes at Fort William, and outfit from the Government stores at the works.

Stables will be required at Thunder Bay, at the half-way house and at Shebandowan, together with tents or huts for the accommodation of the teamsters. Intermediate between the half-way station and Thunder Bay on the one side, and between the first named place and Shebandowan Lake on the other, there should be camps as resting places for the horses and men. These camps would only require one or two men to be stationed at each, to take care of the hay and the oats, and have victuals in readiness for the teamsters as they passed.

Both at Thunder Bay and the half-way station of the Kaministiquia it would be necessary to have a blacksmith with shoeing apparatus and a supply of horse shoes.

The wagon service would require in all—Teamsters, 73; men at camps, 4; overseers, 3; blacksmiths, 2; clerk or time-keepers, 1.

Boats and supplies over Thunder Bay Road.—Operations in this regard may at once be commenced by organizing the wagon service and sending boats, provisions, oats, hay, etc., forward to the Matawin crossing, twenty-five miles from Thunder Bay. At this point a small space should be cleared to guard against fires, and a few huts erected to serve as store houses.

Boat Service.—In providing for this, three voyageurs should be sufficient for each boat, that is, with the aid of the soldiers in rowing and transporting the articles over the portages. With this arrangement it would be necessary that in running rapids the crew of two boats should be put into one, running first one and then the other. The voyageurs may not all be equally expert, and perhaps four to each boat might in some cases be necessary. It is reasonable to believe, however, that after a little practice many of the soldiers will become almost as skilful as the voyageurs themselves in managing a boat, and they will have an opportunity of gaining experience before any of the difficult places are reached. In case of necessity an additional force may be supplied from among the men on the works, most of whom have had more or less experience as boatmen. Each brigade of boats would require an overseer voyageur for the maintenance of discipline among the crews, calling them to time in the morning, etc. There should also be a clerk or two attached to the force to keep accounts of the voyageurs and the time. When a greater part of the boats and a considerable amount of supplies have reached Shebandowan, oxen and horses should be placed on the Kashaboiwe, Height of Land, Baril, Brule, and French Portage as follows:—

On Kashaboiwe, one horse and two yoke of oxen.
Height of Land, two yoke of oxen, and two horses.
Baril, two yoke of oxen.
Brule, two yoke of oxen.
French Portage, two yoke of oxen, two span of horses.

It would at first be hardly possible to supply the provender for horses and oxen at any point beyond the French Portage. Assuming that on reaching Fort Frances, the force will require one hundred boats, there will remain forty, besides scows with which to send forward supplies from the terminus of the Thunder Bay Road at Shebandowan Lake to Fort Frances.

These may be distributed on the different sections as follows:—

	Boats	Scows
Shebandowan Lake	4	
Kashaboiwe Lake	2	
Summit Pond		1
Lac des Mille Lacs	3	
Baril Lake	2	
Windegoostigoon Lake	4	
Kaogassikok Lake	3	
Pond, Deux Rivieres Portage		1
Sturgeon Lake	4	
River between Sturgeon Lake and Island Portage		4
Nequaquon Lake	3	
Between Nequaquon Lake and Nemeukan Lakes on south channel	4	
Nemeukan Lake	2	
Rainy Lake	5	
Total	36	6
Reserve	4	
	40	

By distributing the boats to be employed in the transport of supplies in relays as above, much labour in portaging will be avoided, and fewer men required to man them, inasmuch as the crews of different sections can join together when necessary. To man the boats in the lake region when distributed this way 130 men with three competent overseers would be sufficient. Of these, thirty men should be stationed on the rough section between Sturgeon Lake and Island Portage.

Three boat carpenters should accompany the force with tools and materials to make necessary repairs.

Provision has already been made by the Government for the construction of the above-mentioned huts and stables, and sawed lumber has been ordered for those to be built at Thunder Bay.

S. J. DAWSON.

Fully appreciating the difficulties to be encountered on a road of forty-five miles in length, of which a section of twenty-five only was represented as being practicable to waggons, and an additional section of ten miles, which even with carts could pass over, His Excellency the Lieut.-Governor commanding the Forces, determined on sending forward the regular troops to help in opening and improving the roads, before the stores could pass over it, and the Colonel in the immediate command of the Expeditionary Force, also well aware that much work was needed on the roads, before the stores could pass over it, recommended certain companies of the troops to be sent forward to aid in the construction.

It had been suggested to the military authorities, that the troops might pass by land from the Lake of the Woods to Fort Garry, but in order that they might be in a position to judge for themselves, as to whether it would be better to go by that route, or by way of the Winnipeg, I sent them a memorandum of which the following is a copy:—

MEMORANDUM—LAKE OF THE WOODS TO FORT GARRY. Ottawa, 18th April.—Accompanying this memorandum is a rough plan of the Winnipeg River, made from Track Survey, together with a table of distances, showing the length of the portages and the navigable sections respectively, between Rat Portage, at the outlet of the Lake of the Woods, and Lake Winnipeg. From the Lake of the Woods to Fort Garry are two routes, the one by water, being that just referred to, and the other by land from the North-west Angle. Having regard to the passage of a large number of men with outfits and supplan, the following facts are submitted, with a view of supplying information on which an opinion can be based as to which it would be most advantageous to adopt.

WATER ROUTE.—By this route, the distance from Rat Portage and Fort Alexander, at the entrance to Lake Winnipeg, is in round numbers 149 miles. In this distance the number of portages is twenty-five, and their aggregate length, as ascertained by actual measurement, is three miles and six chains. The Winnipeg River presents no serious difficulties to the largest canoe, and it has long been navigated by the H.B.C. boats. In the navigable sections, the depth is sufficient for large boats, and there are but few heavy rapids to be run, and these short. In several instances the entrances to the carrying places are close to the brow of the falls, and in such cases the boats should be brought in with caution, one by one. As a general rule with practised guides and skillful boatmen, the Winnipeg may be considered a safe river, or if an exception exists it is at the seven portages, which have always to be passed with great care. As canoemen, the Indians who frequent the river cannot be excelled, and as boatmen many of them have had great experience. The Winnipeg River in its general character may be considered as a series of lakes separated by short rapids, and water falls.

LAND ROUTE.—The country lying between the Lake of the Woods and the Red River is swampy and low, and except on the route adopted as a line of road, quite impracticable, at least it has never yet been passed over in summer, except by a few wandering hunters. Even the Indians traverse it but rarely, and the half-breeds of Red River never attempt it except in winter.

The distance between the northwest angle of the Lake of the Woods, and Fort Garry, by the line adopted for a road, is ninety miles, sixty miles being through a wooded country, and thirty over open prairie.

Starting from the Northwest Angle and proceeding westward there is first a section of thirty miles quite in a state of nature, and as yet unopened. This section abounds in swamps and marshes, but is nevertheless capable of being opened. Then follows a stretch of thirty miles of line through a wooded region, still very wet, but not as bad as the former section. In this section the road runs for many miles along a narrow gravelly ridge, with impassable swamps stretching out to the horizon on either side. The forest country ends at Oak Point Settlement, and from there on the distance to Fort Garry, which is thirty miles, is over the open prairie. It should be mentioned that on

the Red River, approaching Fort Garry from the east, there is no bridge. The channel is 400 feet in width and the water deep. At present all vehicles have to be ferried across.

Two Routes Compared. The obstacles to the navigation of the Winnipeg may be briefly summed up as presenting three miles and six chains of land carriage in twenty-five different sections, the longest of which is five-eighths of a mile. On the other hand the land route presents thirty miles of road to be opened, ninety miles of a march and a broad unbridged river to be crossed just at the end of the journey. On the land route, moreover, even after the thirty miles of road were opened, it is probable that there would be difficulty in providing the means of transport, added to which it would be in the power of the insurgents if so disposed, to offer serious opposition on the march more especially on the narrow gravelly ridge so described, with the marshes on either hand.

By the water route the expedition would carry with it its own means of locomotion for crossing rivers. It would be quite out of their power for the insurgents to offer opposition at any place nearer than Fort Alexander, and even there they could not do so, unless they should be able to provide themselves with boats at the Red River Settlement. Neither Lake Winnipeg nor the Winnipeg River can be approached by land from the direction of Fort Garry, on account of the impracticable character of the country which abounds in swamps and bogs.

By the water route there would be stiff work on the portages, but it would not last long at a time and there would be relief on the open and breezy lakes intervening between them.

In the one case the men would reach Fort Garry fatigued with the heavy march and hard work in road making, and on the other they would be fresh and rested.

S. J. Dawson

It would be tedious to enumerate all the details of the preliminary arrangements made to facilitate the passage of the Expeditionary Forces through a wilderness which afforded nothing in itself. Suffice to say that as the result proved there was scarcely an article which could in any way be useful that was omitted, nor a mechanic whose services were likely to be called into requisition left behind. Among the civilians sent forward were boat builders with their tools, blacksmiths with their forges, and carpenters with the implements of their trade. Wagons for the road transport were provided by Colonel Wily of the Militia Department, and by him also were purchased the

supplies of flour, pork and other provisions for the expedition. It is due to that careful and energetic officer to say that the supplies were of excellent quality and put in packages of size and weight best adapted for handling.

In order to establish and keep up regular communication with the expedition, the Government chartered two steamers, the Chicora and Algoma, as mail boats, both well fitted up and adapted for the conveyance of passengers and stores. These steamers were to be paid at a fixed rate and were to sail regularly between Collingwood and Thunder Bay, leaving the former place alternately at intervals of five days throughout the season of navigation.

ADVANCE OF THE EXPEDITION TO THUNDER BAY, LAKE SUPERIOR. The Algoma set out on her first trip on May 3, and by her voyageurs and workmen to the number of 140 were sent forward to Thunder Bay. An agent was at the same time despatched to Sault Ste. Marie to organize a force to improve the portage road on the British side and to provide means of embarkation at the head of the rapids.

The Chicora left Collingwood on May 7 freighted with men, boats, store supplies and outfit. By this steamer 120 additional men, workmen and voyageurs, were sent forward.

On reaching Sault Ste. Marie, however, the canal, which is on the United States side, was found to be shut against Canadian vessels, and they had in consequence to discharge her cargo at the foot of the rapids on the British side. The voyageurs and workmen immediately joined the force which had been organized, according to the instructions sent by the Algoma, to construct the portage road, and by the united exertions of the two parties it was quickly put into good order. At the same time a small wharf was run out at the head of the rapids to facilitate embarkation, and a small scow, which had been brought from Collingwood in fitted pieces, was put together to serve the purpose of conveying troops and supplies from the wharf where the water was shallow to the vessels, which came to anchor in the river some distance from shore.

In the meantime the boats were sent rapidly forward; those which were built in Quebec and Toronto were sent by rail to Collingwood and from there shipped by the regular steamers, while a propeller with two schooners in tow, freighted with boats and stores, were passing up by the Welland Canal.

The steamer Algoma, which as stated had left Collingwood on May 3, made the trip without interruption to Thunder

Bay, but on returning, according to an arrangement made with her captain, she did not repass the canal, but remained at the head of the rapids. Thus, although the canal was shut, the arrangements taken ensured a line of communication, the Algoma being available for transport on Lake Superior, and the Chicora on Lake Huron, with an intervening portage of three miles on the British side at Sault Ste. Marie. The canal being for the time closed to British ships, the Chicora on her next trip took forward a detachment of volunteers to Sault Ste. Marie and as well a quantity of military stores, and returning was again ready to start on May 21. By this trip there went forward several companies of the regular troops and a number of voyageurs and workmen. On arriving at Sault Ste. Marie it was found that word had come through from the United States authorities to allow Canadian boats through having no troops or military stores on board. In this state of the matter the troops having been disembarked on the British side marched over the Portage Road, while the Chicora passed through the canal. The propellers and schooners already referred to had been waiting below the locks and they also were permitted through. The troops were soon brought on board at the head of the rapids and the Chicora proceeded on her way to Thunder Bay where she arrived on May 25.

I may here remark that no action on the part of the Government could have provided for the arrival of the troops at any earlier date. When the Algoma left Collingwood, on May 3, it was not even known if she could get through the ice fields which generally remain above Sault Ste. Marie until a later date than that at which she would be there, and when the Chicora left on the 7th, it was well understood there was at least a probability of her finding the river shut. In view of such a contingency the men had been set to work on the Portage Road on the British side, so that if delay occurred it would be due to no omission on the part of those who acted for the Canadian Government.

The route being once fairly opened voyageurs, together with troops, military stores and boats, continued to arrive from time to time, but though the Sault Ste. Marie Canal was free to boats with ordinary freight, it was still shut to troops and military stores, and it proved to be a very tedious process to get the large amount of articles landed at that place, in the first instance, over the portage. It was toward the end of June, the 27th, before the last of the military stores arrived and a large proportion of the horses and wagons did not arrive at Thunder Bay until that time

I would invite particular attention to this fact, inasmuch as the state of the Thunder Bay road has been made to answer for the delay which occurred when, up to the date I have stated, there was a deficiency in the means of transport even for that portion of the road which was admitted to be in good order.

This deficiency in the means of transport on the Thunder Bay road might have been remedied, as I shall further show, by bringing additional numbers of horses and wagons from Collingwood. In the meantime I might remark that no avoidable delay occurred in getting the stores over the portage at the Sault. The work at that place was in charge of a most able and energetic officer, Colonel Boulton, and I had placed a strong force of voyageurs at his disposal. When I passed Sault Ste. Marie, on May 23, Colonel Boulton took occasion to speak in the highest terms of the aid which he had received from the voyageurs, and from Mr. Graham, the officer immediately over them. The regard was mutual, and I have much pleasure in saying that Colonel Boulton's kind and considerate bearing to the voyageurs, and all with whom he came in contact, made him a general favorite with the civilian portion of the Red River Expeditionary Force.

LAKE SUPERIOR TO SHEBANDOWAN LAKE. The condition of the road when the first detachment of troops reached Thunder Bay, on May 25, was quite as good as it had been represented to be, or anticipated. The larger bridges embracing the two formidable structures over the Kaministiquia and the Mattawin Rivers had been completed. A temporary bridge had been thrown over the Sunshine Brook, and material was in readiness for a similar structure over the Oskondage, a small stream to which the further limit of the road had reached, the distance practicable to horses and wagons reckoning from Thunder Bay being twenty-eight miles, and thence a track over which oxen with carts or wagons could pass had been roughly opened as far as Oskondage, which latter point is thirty-seven miles distant from Prince Arthur's Landing.

The officer commanding the field force, accompanied by Mr. Lindsay Russell, rode over the line to a distance of several miles beyond the Mattawin Bridge soon after his arrival, and expressed himself to the effect that it was as good as he had expected to find it, and quite equal to what the country roads in Canada usually are.

At this time the voyageurs and other laborers, who had been sent forward by the Algoma, were at work on the unfinished sections, and several companies of troops were soon sent to

repair such places as had received damage from the condition and character of the route between Prince Arthur's Landing and Shebandowan Lake, at which latter point it was finally to embark in boats. The distance between these lakes is forty-five miles by land, but for three miles downward from Shebandowan Lake to a point now called Ward's Landing, the Mattawin River, though presenting a series of shallow rapids, is navigable to flat scows, or lightly loaded boats. Ward's Landing was therefore the point to be attained with the road, as from thence to Shebandowan Lake materials and supplies could be conveyed in scows which had been provided for the purpose.

In order to better understand the measures adopted for the progress of the expedition, it is necessary to have clearly in view the precise distance between Prince Arthur's Landing, Thunder Bay, and Ward's Landing is forty-one miles and seventy chains, of which a section of twenty-eight miles was practicable for horses and wagons on the arrival of the first detachment of the troops. But for the sake of lucidity in description, let the road be considered as ending at a place called the Mattawin Bridge, twenty-five miles from Thunder Bay, as what is the point to which the wagons in the first instance actually came. This wagon road was succeeded by a stretch of twelve miles, roughly opened to the Oskondage, and this, again, by a further section of four miles and seventy chains, ending at Ward's Landing. This latter was being cleared at the time. There were thus three sections of road more or less advanced, viz., twenty-five miles of wagon road, followed by twelve miles of what is known in such cases as a cart road, and four miles and seventy chains of road under process of being opened, in all forty-one miles and seventy chains.

From Thunder Bay to the Mattawin Bridge it is, as stated, twenty-five miles by road. Between the mouth of the Kamanistiquia and said point it is forty-five miles by river, presenting in that distance, twelve miles of quiet water and thirty-three miles of shallow rapids, with falls occurring at intervals. The channel of the river, except in the short navigable sections, is exceedingly rough, paved in some instances with boulders of all dimensions and shapes, and in others with sharp schists set on edge. There is little or no danger to men ascending these rapids, but every risk to boats. To drag them up is a mere matter of brute force, but to save bottoms and keep from being torn to shreds requires great care, and the greatest care cannot prevent them from being seriously damaged. Although the risk to life is small, the labor of dragging boats over the rocks and stones, which afford but an insecure footing, is excessive and otherwise disheartening to the men.

From the Mattawin Bridge to the Oskondage the distance, by the road as already shown, is twelve miles, by the river it is twenty-two miles. From the Mattawin Bridge upwards for a distance of about two miles to a point called Young's Landing the river is navigable; proceeding upwards from that point a series of rapids is encountered, perhaps the most difficult that boats were ever forced over. These continue for eight miles, and on this section none but experienced voyageurs can attempt to pass with boats. The last rapids referred to end at a point called Brown's Lane, or Cauldron's Landing, and from thence to the Oskondage, upwards to Ward's Landing, four miles and seventy chains, boats and all material were conveyed by wagon. The total distance from Thunder Bay to Oskondage, by land, was thirty-seven miles, by the river, between the same points, was nearly seventy miles. These descriptions, though tedious, are necessary to the full understanding of the measures adopted for sending forward boats and men.

In the memorandum submitted by me to the military authorities, I had pointed out the fact that boats and supplies could at once be sent forward as far as the Mattawin Bridge, and while this was being done it was my intention to have set all the available force of workmen and voyageurs to improve and open the unfinished sections of the line beyond that place, and I may here remark that this was, beyond any question, as events proved, the proper course to have adopted. It would have saved a waste of energy, and have enabled the expedition to reach Shebandowan earlier than it did. A few days after the arrival of the first detachment of troops the experiment of sending the boats forward by wagon was tried, and it succeeded admirably. The wagons were arranged by means of long reaches, that is, poles of sufficient length to admit of the forward and after wheels being put as much as eighteen feet apart; the boats were placed bottom upwards on the wagons, the gunwales resting on blocks fitted to receive and support them, and in this way twenty-eight boats were sent forward to the Mattawin Bridge, the horses making the return trip in three days, and in one instance two days. Here then was proof positive that boats could easily be sent forward by wagon. But the means of transport were at this time limited, and instead of increasing them, as might easily have been done, the boats were ordered to the river by the Commandant of the Field Force. The distance, as already shown, from Thunder Bay to the Mattawin Bridge is by land, twenty-five miles, and by water, forty-five miles. The road was practicable, and the river for a distance of thirty-three miles presented a series of stony rapids, with frequent portages on rough and rocky ground. In order to ascertain how the boats would stand the strain to which they must of necessity be exposed, in such circumstances, four flat scows, and two strong carvel boats were sent up, manned by eighteen of the most experienced of the voyageurs, and a company of soldiers. After seven days of the most unceasing toil they had only reached the Kaministiquia Bridge; it was one continuous pull in flat and rocky rapids. On arriving at the latter place the boats, strong as they were, were found to have been sadly torn and scraped in the rapids, and had to be immediately placed in the hands of the builders for repairs. The scows having been built specially with a view to such work were, of course, little damaged.

While the boats were being dragged thus tediously over the rough rocks of the Kaministiquia and Mattawin Rivers, operations were going forward on the road. The wagons, at first very limited in number, were gradually coming forward, and stores were accumulating at the Mattawin and Oskondage. Except on two occasions after two days of heavy rains, as far as the Mattawin Bridge, the road was kept in good condition. From there to the Oskondage it was in bad state no doubt, but never so utterly bad that a yoke of oxen could not take a wagon with eight to twelve hundred weight over it, and horses with wagons as well as oxen passed frequently to that point.

The principal part of the workmen who remained at my disposal over and above the numbers engaged in the channels of the rivers were placed at convenient intervals along the route, west of the Mattawin Bridge. Several companies of the regular troops were stationed in the first instance at various places requiring repairs east of that place and were afterward removed to Brown's Lane, and the section west of the Oskondage. It must not be supposed, however, that we had the whole army at work on the roads. On the contrary, the main body of the military force remained at Thunder Bay until after General Lindsay's visit, when they were moved forward to Mattawin.

The experiences they had had on the fortifications at Quebec rendered them quite expert at the use of the implements required, more especially in grading, and their officers did what lay in their power to urge the work along.

It would give me pleasure to single out the names of those who were the longest associated with me in so arduous an undertaking, but where all distinguished themselves and worked with

equal earnestness it might appear invidious. There are young men in Canada who would have derived a salutary lesson from witnessing the exertions of both the officers and the men. Young gentlemen, some of them heirs to broad acres and titles, did not disdain to lay their shoulders to the charred logs nor think it unbecoming to like their work. If with such aid in that part of the work to which the soldiers were more particularly accustomed, I had had the hundreds of voyageurs, absent on the rivers, as I had anticipated they would be at my disposal, to send with their axes along the western sections of the road, the road would quickly have been opened and boats and supplies might have passed by wagon to Shebandowan.

The rains which prevailed through the greater part of June proved to be a serious drawback to operations generally. The section of the road, more especially between the Mattawin Bridge and the Oskondage, running as it does through a region of red clay, became badly cut up, and a great deal of corduroy became necessary—still the work went on with but little interruption, until the occurrence of the great, and I believe unprecedented, flood of June 30, which fairly stopped the passage of wagons for nearly two days; a culvert near the Kaministiquia was displaced, and a small temporary bridge which had been run over the Sunshine Brook was seriously damaged, while a simple temporary structure on the Oskondage had a narrow escape. These damages were quickly repaired and the work went on as usual.

At this time, June 30, when the roads were at their very worst, and boats, broken and leaky, were accumulating at Young's Landing, or being hauled from thence to the Oskondage, we had a visit from the Lieutenant General commanding the forces. This highly distinguished officer went forward as far as Shebandowan Lake. The prospect was anything but encouraging, worse in fact than it had been up to that time, and I feared, as I heard it whispered some days previously, that the expedition was to be abandoned. Far otherwise was the result. His Excellency saw and judged of everything for himself. In two days from the date of his visit the Headquarters of the Field Force were moved forward to the Mattawin Bridge. New energy seemed infused everywhere; additional companies of troops were sent to work on the roads, and among these the volunteers from whom, up to this time, no aid had been received, except in making a few repairs in the vicinity of Thunder Bay. Bad as the roads were, wagons and artillery found their way over them, and stores began to accumulate at Ward's Landing.

Shebandowan Lake was at last within reach, and though the pelting rains came down at intervals the weather had on the whole improved. Ward's Landing is about three miles from Shebandowan Lake and the river in this distance presents a series of shallow but not difficult rapids, so that the stores were easily sent forward in flat scows run partly by voyageurs and partly by soldiers. To facilitate the loading of boats and embarkation of troops at Shebandowan Lake a small wharf had been run out at a sandy bay close to its outlet. At this place stores were rapidly collected, and the boats after their severe bruising in the Kaministiquia put in order for the long journey to the West, by boat builders who had been brought forward for the purpose.

Before proceeding further I might call attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on the preceding page it will be seen that it was proposed, in the first instance, to man every boat with three voyageurs besides soldiers, so with each brigade of five boats there might be fifteen practiced men for running the rapids. It was found necessary, however, that although the boats would carry quite as much dead weight as had been anticipated, they had barely sufficient stowage capacity for the numerous articles that had to be put into them. I therefore recommended the commanding officer of the field force to make the number of boats in each brigade six instead of five. This was agreed to, and it was furthermore arranged that the number of voyageurs accompanying each brigade would be twelve besides a pilot, making thirteen in all.

SHEBANDOWAN LAKE TO FORT GARRY. At sunset on the evening of July 16, the Colonel commanding the 60th Rifles, Colonel Fielden, set out from McNeil's Landing, Shebandowan Lake, with a fleet of seventeen boats, and by 10 a.m. on the following morning was at Kashaboiwe Portage.

This being the first detachment of the force which had been dispatched, I accompanied it for a short distance in order to ascertain how the arrangements which had been made would meet the test of actual work on the portages. If I had had any apprehension on this head it was quickly removed, for no sooner had Colonel Fielden landed there with his officers, men and voyageurs, he set immediately to work to get the stores and artillery across. I had placed a force of voyageurs on this portage a few days previously to lay it with skids. Taking some of these voyageurs with me I proceeded to the Height of Land

Portage in order to make some necessary arrangements for getting the boats up a little brook which connects Kashaboiwe Lake with the summit pond, and having effected this I returned on the following morning to Kashabowie Portage. In the meantime Colonel Fielden had made such good progress that all his stores and most of his boats were across, and in an hour or two he would set out for the Height of Land Portage, and be over it on the evening of the next day.

These two portages, the Kashabowie and Height of Land, are the longest on the route, being respectively three-quarters of a mile and a mile in length, equal to the one-fourth part of the aggregate length of the portage between Shebandowan Lake and Winnipeg. If, therefore, Colonel Fielden could in two or three days get over a fourth part of the entire distance to be accomplished on land, it was easy to calculate at least to a few days the time at which the force would reach the Red River Settlement, for the route is remarkable in so far as that between the portages there are no impediments to speak of, or difficult rapids to be encountered. With such a vigorous and active leader as Colonel Fielden in advance there could be now no doubt that the expedition was a success.

As I was proceeding back to McNeill's Landing I met a messenger with the following note, which will at least serve to show how difficult it was for me to absent myself for a moment from the scene of the principal operations at this time.

McNeill's Bay, Shebandowan Lake.

Dear Mr. Dawson,

I have been obliged to start off Captain Buller's brigade without either voyageurs or guides; the former were ready with the exception of their cooking utensils, which had not turned up. Of the latter Mr. Graham knew nothing. I inquired of Mr. Hamel and he told me there were no Mission Indians here. I have to look to you for both voyageurs and guides. This is only the second day of the operation and yet neither are ready. I have ordered Captain Buller to halt on the first portage until I can send him both guides and voyageurs. Please send me word what I am to do. The carts are all here also, waiting for your men to take them on to the portages.

Yours very truly,
C. J. Wolseley.

I had been hardly two days absent, and here were things already in a mess. I at once furnished the brigade with a guide from the crew I had with me, and soon afterwards met the voyageurs in a boat hurrying after them so that they "had not to halt on the first portage." The men excused themselves by saying that as it was Sunday, they did not know that they had been expected. I however took measures to prevent any ground for such complaint arising in the future.

At this time the voyageurs were by hundreds within easy reach of Shebandowan Lake, engaged in dragging boats up the Oskondage or in scows carrying stores from Ward's Landing to McNeill's Landing, and had only to get warning to be in readiness at once. But I had extreme difficulty in getting guides, the Indians as already shown having had enough of the Kaministiquia. There could, however, be no difficulty in reaching the Height of Land Portage, with the aid of a map, and at the latter place I had met some Indians who had engaged to pilot the brigade to Lac des Mille Lacs as soon afterwards a few of the Fort Indians rejoined us. But even among the Indians there were few really well acquainted with the route. It had been long abandoned as a line of traffic, so with the exception of such as had gone on voyages to Fort Frances, and the number was limited, it was known only to a few wandering families of hunters, and fortunately these came to our aid, when we needed them.

On returning to the camp at Shebandowan Lake I found Col. McNeill, V.C., most actively engaged in organizing the force, arranging stores and sending off boats. I had appointed at this point Mr. Graham, who displayed great energy in arranging the boat outfit, getting the boats repaired, and organizing and telling off the voyageurs for the different brigades.

Rapid progress was now being made. Col. Feilden in advance was leading the way to the Interior, and Col. McNeill, who showed a most extraordinary faculty for making order out of chaos, was sending off brigades as fast as stores and outfits arrived from Ward's Landing.

At this time waggons were coming through from Thunder Bay to Ward's Landing. The voyageurs were most on the river between Young's Landing and Oskondage, but were bringing the boats forward rapidly, and a few additional Indians came up from the Mission to act as guides.

Matters being in this favorable condition, I went again forward with a light canoe, and overtook Col. Feilden on the evening of July 26, at Deux Rivieres Portage; most of his stores and boats were already over, and in eight days more

he would be at Fort Frances. He had crossed the following portages:—

Kashabowie		60 Chains
Height of Land	1 mile	
Baril Portage		16 "
Brule Portage		20 "
French Portage		25 "
Pine Portage		30 "
Deux Rivieres		32 "
Total	3 miles	23 Chains

Col. Fielden, with the advance, was now fairly over the most difficult section of the route. In nine days he had gone one hundred miles, and crossed seven portages, the aggregate length of which was considerably over a third part of the total land carriage to be encountered, and the route more open and frequented. In order that this gallant officer's merits may be better understood, it is but fair to explain that when he set out from Shebandowan Lake, the most skilful of the voyageurs were still engaged with the boats on the channel of the Mattawan. I had therefore to supply him with voyageurs, who, although strong and accustomed to roughing it in the woods, driving logs, and so forth, were nevertheless not considered equal to many of the others in the management of the boats. But they were excellent axemen, and on them fell the work of opening the long abandoned portages between Lac des Mille Lacs and Sturgeon Lake, for the necessity of keeping so many men on the river, combined with the defection of the Indians, had prevented me from sending voyageurs very far in advance to improve the portages. I had, however, sent an additional number with Col. Fielden, over and above those required for his boats, to aid in this work, and on reaching Deux Rivieres I sent forward a crew of picked voyageurs to man the rapids on the Maligne, the next after Deux Rivieres Portage, and at these rapids they remained until all the boats were run past.

Having made this arrangement, I again left Col. Fielden with the satisfaction of knowing that the Expedition was being virtually led by an officer fully equal to the task.

On 29th of July I was again at Shebandowan Lake, and there was now further work to be provided for, as will be seen from the following correspondence:—

CAMP, WARD'S LANDING, July 19, 1870.

SIR,—Referring to a conversation I had with you some days ago, at the Mattawin Camp, when I told you that the boats would not hold as much as I had been led to expect, I have the honor to inform you that I have acted on the suggestion then made by you of sending an extra boat with each brigade, with everyone embarked in it.

I shall have twenty-one brigades as far as Fort Frances, and 30 from there to Fort Garry; up to the former place I shall therefore require 126 boats, and from thence on only 120.

As by this arrangement I shall make use of 252 voyageurs, I have to request you to kindly inform me whether you can send forward the supplies noted in the margin to Fort Frances, after the last detachment of troops have embarked at Shebandowan Lake, by means of the boats and voyageurs left behind, and, if so, the date that I may depend upon having them at that post. I have to add that the sooner they can be sent there the better, as it is important that I should have this reserve close behind me when I enter the Province of Manitoba.

G. J. WOLSELEY.

WARD'S LANDING, July 20, 1870.

SIR,—I have the honor to acknowledge the receipt of your letter of the 19th inst., and in reply beg leave to say that, with the boats and voyageurs to be left at my disposal, I can send forward the supplies you mention from this place to Fort Frances by the 15th of Sept. next. The following will be required for rations for the voyageurs while engaged on this service: 150 half barrels of pork, 150 half barrels flour, 40 bags peas or beans, 7 chests tea. The boats now remaining at Thunder Bay will of course be brought forward to this place by the military transport. I would also require the use of six yoke of oxen for transport on the portages, with a quantity of hay, oats or ox food, proportioned to the time they should be so used.

S. J. DAWSON.

COL. WOLSELEY, Comdg. Red River Field Force.

I may here remark that instead of 252 men, the Expedition was accompanied by 315 voyageurs, besides 185 engaged with reserve stores. The arrangement above detailed having been agreed to, as soon as the last brigade of boats with soldiers had left McNeill's Landing, the reserve stores began to be sent forward from Thunder Bay. A number of boats which had been left at that place were also brought up by wagon, and it now became evident to all that much time would have been gained and labor saved in the first instance by keeping the whole voyageur force on the road, making it at once practicable to wagons, getting a sufficient number of these from Collingwood, and bringing forward boats and stores to Ward's Landing. To show how easily this might have been done, I might call attention to the fact, that at two o'clock on the afternoon of the 2nd of August, seven boats placed on wagons were sent off from Thunder Bay, and at sunset on the following evening were at Ward's Landing. How different was this from dragging them over rocks and stones in the bottom of a shallow stream. There was not a boat brought by the river that cost less than $300 for transport, making on a hundred so conveyed $30,000, while on fifty-three brought by wagon, the cost did not exceed $20 or $25 each; and then, how very different was the condition of the boats, in the one case fresh and sound as when they came from the hands of the builder; in the other torn and broken, with many row-locks, oars and rudders lost or smashed and requiring repairs—in some cases very extensive ones—before they could be used.

The military having all left, the arrangements were quickly made for the forwarding of the reserve supplies. At this work a small steam launch, which was prepared at Toronto, did good work. It was first used on Shebandowan Lake, but as the supplies were moved on it was taken to Lac des Mille Lacs, and it saved the work of at least twenty men. With three full loaded boats in tow it made fair speed and was only on one or two occasions wind bound for a short time. I may dismiss this subject by saying that by means of the voyageurs left behind the stores were taken to Fort Frances in good time. The first reaching that place on September 3rd, and the last on the 17th, besides some that were left, by order of the military, at Deux Rivieres Portage, to meet the troops as they returned from Red River.

While the military are on their way to Red River, and the reserve stores following, a brief description of the line of the route as regards its general features may not be out of place.

Between the terminus of the Thunder Bay Road on Shebandowan Lake, and Lake Winnipeg, by the route followed by the Expedition is, in round numbers, 488 miles. In this distance are three sections differing materially in general character.

The first, known as the lake region, commences at the end of the Thunder Bay Road and ends at Fort Frances. The distance between these points by the route followed by the Expedition which went round by Loon Lake to avoid the rapids at Sturgeon River, is 208 miles, and by the more direct route usually travelled, 190 miles. This section presents a continuous series of lakes separated by short portages, except in one instance, where there is a stretch of eleven miles of river, sometimes called the Maligne. It was to the rapids in that stretch that I had sent a picked crew of voyageurs to be in attendance when the boats were passing, and run them down. In all other places the work to be done consisted merely in carrying baggage and supplies and hauling boats from one quiet sheet of water to another. The aggregate length of the portages between Shebandowan Lake and Fort Frances is precisely three miles and seventy-six chains; the two first are the longest, namely Kashaboiwe and Height of Land Portages, and these are, respectively, three-quarter mile and one mile in length. The other portages are very short, only three exceeding a quarter of a mile, and none extending to half a mile. There, then, is the labor the voyageurs and soldiers had to encounter in getting to Fort Frances, that is to say, they had to get their boats, ammunition and sixty days' rations, the latter gradually getting less, over three miles and seventy-six chains of land, and row, or sail through some two or three hundred miles of water, where countless islands render the shelter so perfect that the highest winds could not stop them, while the breeze would often fill their sails and relieve them from the toil of the oar. The weight of the boats varied somewhat, those of the Clinker construction being from 650 pounds to 750 pounds, and the carvel from 850 to 950 pounds. With each brigade of six boats were from sixty-five to seventy-five strong men, voyageurs and soldiers. Ten men were quite equal to drawing a boat across a portage, but the crews joined together and hauled them across with great ease. The baggage and stores gave the most irksome work to the inexperienced soldiers, but it did not last long at a time, and after the toil involved in getting across a portage they were soon again afloat and winding their way among labyrinths of islands. Sometimes mistakes occurred on the lakes, more especially when the sails were hoisted

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THE THUNDER BAY HISTORICAL SOCIETY

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PAPERS OF 1924-25, 1925-26

THE THUNDER BAY HISTORICAL SOCIETY

Sixteenth and Seventeenth Annual Reports

THE THUNDER BAY HISTORICAL SOCIETY
ORGANIZED 1908

PAPERS OF 1924-25, 1925-26

The United Press

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THE THUNDER BAY HISTORICAL SOCIETY

16th and 17th Annual Reports

Organized in 1908

Officers 1924-25

Honorary Presidents

Right Honorable Sir George E Foster
Mr Peter McKellar F R G S

Honorary Patron and Patroness

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Vice-President	Mrs Peter McKellar
Secretary Treasurer	Miss M J L Black.

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Mesdames Graham and Sherk Miss Robin
Mr C W Jarvis Captain McCannell

Auditors

Mrs. C W Jarvis and Miss Pamphylon

SECRETARY TREASURER'S REPORT

To the Chairman and members of the Thunder Bay Historical Society

I beg to present the following report for the year 1924 25

We have a paid up membership of 17 all of whom attend our meetings regularly This year our work has been somewhat disorganized owing to the fact that we did not know how we were going to be able to finance our publications However in spite of that, we have gathered some valuable material as this booklet will show Papers have been given as follows

The Buffalo Song " supplied by Mr Peter McKellar

Incident in the History of the Canadian Pacific Railway by Mr McKellar

Place Names in the Vicinity of Fort William by Miss M J L Black

Fort William Streets, by Miss M J L Black.

Legend of the Sleeping Giant, by W W Moore (copied from an old newspaper)

Early History of the Public Library by Miss M J L. Black

The Dawson Route to the Northwest (copied from the Thunder Bay Sentinel 1875)

Port Arthur Its Industrial Development by Miss Helen E. Carthy

Owing to the fact that we received no government grant last year our books are at present showing a balance on the wrong side. However we hope to have a tea in the fall and clean up our little indebtedness

All of which is respectfully submitted

M J L. Black
Sec.-Treas

Receipts

Oct. 1st. 1924 balance in bank	$78 30
Fees	
Capt. McCannell	1 00
Mr. and Mrs. Jarvis	1 50
Mr. and Mrs. John King	1 50
Mr. and Mrs. McKenzie 3 years	4 50
Miss Robin	1 00
Mr. and Mrs. McKellar	1 50
Miss Black	1 00
Mrs., Miss and Mr. Copp	3 00
Mr. and Mrs. Graham	1 50
Mr. F. C. Perry	1 00
	$95 80

Disbursements

Canadian Historical Association	$ 5 00
Printing annual	89 50
	$94 50
Balance in bank	1 30
	$95 80
Balance of printing account still outstanding	$ 9 50

Officers 1925-1926

Honorary Presidents
Honourable Sir George E Foster
Mr. Peter McKellar F R G S

President	Mrs Peter McKellar
Vice President	Mr C W Jarvis
Secretary-Treasurer	Miss M J L. Black

Executive Committee
Mr Peter McKellar Mr John King Miss Robin
and Capt McCannell

Auditors
Mrs G A. Graham and Mrs John King

FINANCIAL STATEMENT 1925 26

Receipts

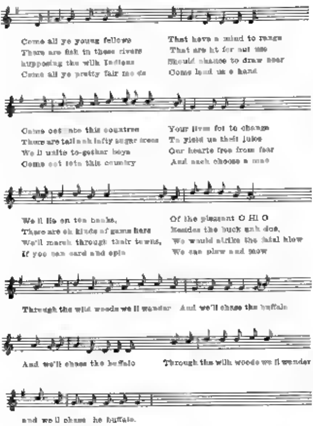
Balance in Bank		$1 30
Hudson Bay Co gift		50 00
Fees	Col S C Young	1 00
	Mr and Mrs A C Casselman	2 00
	F C Perry	1 00
	Capt McCannell	1 00
	M J L Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs John King	1 50
	Mrs. McEdwards	1 00
	Miss Robin	1 00
	Mrs Kirkup	1 00
	Mr and Mrs McKellar	1 50
	Mrs F A Sibbald	1 00
		$66 30

Expenditures

Printing	$9 50
Picture framing	2 50
Flowers	5 40
Canadian Historical Society	5 00
	$22 40
Balance in bank	43 90
	$66 30

THE BUFFALO SONG

This was a very popular song at all the early social gatherings in Thunder Bay, the leader always being Mr Peter McKellar. It was originally the pioneer song in the Ohio States and was then taken up by Wisconsin. It was there that Mr McKellar learned it and brought it over to Thunder Bay.


Come all ye young fellows That have a mind to range
There are fish in these rivers That are fit for our use
Supposing the wild Indians Should chance to draw near
Come all ye pretty fair maids Come lend us a hand
Come out into this country Your lives for to change
There are tall and lofty sugar trees To yield us their juice
We ll unite to-gether boys Our hearts free from fear
Come out into this country And each choose a mate
We ll lie on the banks, Of the pleasant O HI O
There are all kinds of game here Besides the buck and doe,
We'll march through their towns, We would strike the fatal blow
If you can card and spin We can plow and sow
Through the wild woods we ll wander And we'll chase the buffalo
And we'll chase the buffalo Through the wild woods we ll wander
and we ll chase the buffalo.

INCIDENT IN THE HISTORY OF THE CANADIAN PACIFIC RAILWAY

By Peter McKellar.

The Thunder Bay Historical Society is collecting information regarding all past important events relating to this District.

One of these outstanding events was the seizing of a C.P.R. train for overdue taxes by Port Arthur. As I was one of the people living here at that time, I have been prevailed upon to give my view upon this historical action, as it resulted in transferring the business from Port Arthur to Fort William. A great many C.P.R. officials were transferred to Fort William and a great deal of money was expended in this city which otherwise would have been spent in Port Arthur. This activity occurred for some years.

For a great many years in the early years of Port Arthur the leading men were Thomas Marks and his nephew George, who had been mayors for a number of years and who had a very strong following. These officials had allowed the C.P.R. to get off with paying only half the taxes. By a great many this was considered to be too lenient towards such a strong corporation. The Conservative majority managed to keep control of the city affairs for a number of years until finally a leading lawyer, Mr. Gorham, was elected mayor. The main plank in his policy was supposed to be that an equitable proportion of the taxes was to be paid by the C.P.R.

At this time it was customary for the C.P.R. boats to call at Port Arthur first coming in and at Port Arthur last on the return trip. At Fort William they exchanged cargoes, took on passengers, then started for Port Arthur and eastern points.

In the fall of 1889 the C.P.R. boat, on her last trip, when loading and taking on passengers at Fort William, remained longer than usual, and it was speedily rumored that the officers at Port Arthur were going to seize the boat when she docked there. It oozed out to Fort William that telegraph communication was in evidence between Winnipeg and Fort William and Montreal, and we thought the expected seizure was responsible for the delay. As a result of this activity of the wires, the boat was ordered to leave Fort William and to sail direct for the Soo and eastern points and not to call at Port Arthur. The consternation of the citizens of Port Arthur, and more especially of the would be passengers who were left on the Port Arthur dock, may be better imagined than described.

The same evening a large card party was held in Fort Arthur at which were all the most influential citizens of both Port Arthur and Fort William. The main topic of discussion was the action of the C. P. R. in ignoring Port Arthur. The same evening a C. P. R. train on regular route west duly called at Port Arthur and was at once seized by Port Arthur officials. The wires were at once made busy and President Van Horne ordered that all taxes be paid up in full and at once. The train was thereupon released and proceeded on its way, but President Van Horne remarked that "for this I will make grass grow on the streets of Port Arthur." This saying went all over the world and became not only a famous by-word but also a true prophecy. For years after this the great bulk of the C. P. R. business was transacted in Fort William.

When McKenzie & Mann were building their transcontinental railway, the Canadian Northern, the citizens of Port Arthur saw their opportunity and by valuable concessions, including a grant of $25,000, induced the officials to locate the terminals of the C. N. R. in their city and revive its almost defunct existence.

PLACE NAMES IN THE VICINITY OF FORT WILLIAM.

By Miss M. J. L. Black.

In searching for the original Indian place names and the meaning of the present Indian names I am indebted to the Rev. Father V. Renaud, S.J., and to Mrs. Nellie Corbett, both of whom gave me much information, and also to Mr. John Duncan Mackenzie, who checked their notes over for me. Other information I have picked up from various sources, and though I have tried to keep it authoritative I cannot guarantee it. I give it for what it is worth, and because it is all of local interest.

City of Fort William commemorates William MacGillivray, one of the leading members of the North West Fur Company, who directed the construction of the fort on the Kaministikwia River as the company's headquarters instead of Grand Portage in Minnesota. Apparently the move began in 1801. Building went on in 1802 and 1803. In the latter year the fort was completed, but dwellings had still to be erected. Daniel Harmon notes that there were a thousand labouring men here in July 1805. He calls it "The New Fort" (see Coues' New Light on the Early History of the Great North West, page 222). A letter from George Monk, dated Leech Lake, April 18, 1807, refers to "Fort William." William MacGillivray succeeded Peter Pond as a partner in the North West Company about 1790; he was a member of the House of Assembly, Lower Canada, June 18, 1808, to October 2, 1809, for Montreal West; member of the Legislative Council, Lower Canada, 1814-1825, October 16, on which date he died in London, England. (Report Geographic Board of Canada.) The site of Fort William was discovered by Duluth in 1679, when a trading post was established. After this was abandoned there was nothing here until La Noue rebuilt it, or built it on the same site in 1717. This post had long been abandoned and forgotten by the time of the change from the French regime to English rule in 1763. The X.Y. Company had a post here in 1804. It is referred to by Alexander Henry, the younger. It was situated about a mile up the river from the North West Company's post. The latter post was taken over eventually by the Hudson Bay Company, when the two companies amalgamated in 1821. The Hudson Bay Company had a depot at Point De Meuron in 1816, under Lord Selkirk.

Fort William's future was assured in 1875 (though it was not incorporated until 1892) when the first sod was turned for the Canadian Pacific Railway. The following are the dates of the first and best known subdivisions: Blackwood addition, January 1875; First McKellar addition, July 1875; Oliver Davidson and Co., July 1876; First McVicar addition, January 1885; Hudson Bay and Canadian Pacific Railway additions, February 1890; St. Paul's addition, August 1890; First Wiley addition, August 1902. The first Vickers addition was registered in June 1875 but was cancelled in May 1879. The present Vickers addition was registered in July, 1904. (See also West Fort William.)

Algoma. Lake and lands of the Algons or Algonquin Indians. The Indians received their first treaty from Queen Victoria in 1850. After they signed the treaty they gave up their rights and now call the district Agema-Ekaw-Oge-Baw-o-ning meaning Queen's Landing. (Mrs. Corbett.)

Miss Stafford says that Algoma means the Unknown or Hidden.

Animikie. The name applied to Mount Mackay and Thunder Cape (meaning "Thunder"), but really quite modern; it is much used by geologists, and refers to the silver-bearing formation of Lake Superior.

Assiniboin. Chippewa word "asin" meaning "stone," "upwaw" meaning "he cooks by roasting," hence "one who cooks by the use of stones." (Hodge.)

Athabaska. Forest Cree word "athap" meaning "in succession," "askaw" meaning "grass," hence "grass or reeds here and there." (Hodge.)

Beaver Mine. Discovered in 1884 and worked for three or four years. Very rich in silver; in 2½ months $93,000 was produced in smelting ore and concentrates. (Geological Survey, 1887.)

Brulé Bay. Etienne Brulé reported the discovery of Lake Superior in 1618. (Parkman.)

Caribou Island. Alexander Henry, the elder, in 1771 found caribou on the island.

Chippewa. An adaptation of Ojibway meaning "to roast till puckered up," referring to the puckered seams on their moccasins. (Hodge.)

De Meuron Point. Portage point for the early fur traders. The Swiss mercenaries engaged by Lord Selkirk wintered here in 1816. Buildings were put up by Selkirk for the H. B. C., but were abandoned on the union of the North West Company with the Hudson Bay Co. in 1821. The De Meuron regiment was formed of Swiss, Germans and Piedmontese who had been forced to act as conscripts in the army of Napoleon. They subsequently served in the British army under Colonel De Meuron, and being disbanded at the close of the Peninsular War, a number of them joined the Earl of Selkirk as settlers in his new settlement in the Red River country.

An added interest associated with Point De Meuron, is the fact that in 1872, Lord and Lady Milton spent a summer at this point, and there was born the present seventh Earl FitzWilliam. Prior to this visit, Lord Milton had made two extensive trips through western Canada, the account of which is contained in that most interesting book, the title of which is "The Northwest Passage by Land," by Lord Milton and Dr. Cheadle.

Dog Lake. "Animosaigaigun," meaning "lake shaped like a dog." (Mrs. Corbett.) This lake takes its name from the huge effigy of a dog outlined in sand, which is still to be traced on the high terrace over which the portage to the lake passes. This is said by the Indians to have been left by the Sioux when they abandoned this section of the country for the west, as a lasting reminder to the Ojibways of their scorn of them. (Geological Survey, No. 678.)

Duluth City. Originally Fond du Lac. The explorer's name is frequently written Du Luht.

Fort Frances. Named after Lady Frances Simpson, wife of Sir George Simpson.

Enterprise Mine. On Black Bay. Discovered in 1865 by Messrs. Peter and Donald McKellar.

Gargantua Cape, Harbour River. Named after Rabelais's giant, sometime before 1760. Applied originally to a rock near the shore. (Report Can. Geog. Bd.)

Grand Portage Route. This was discovered by Jemereye, nephew of La Verendrye in 1731. Grand Portage of the French and English fur traders was primarily the designation of the long carrying place, over which baggage was taken on men's shoulders, from a point near Lake Superior to a point on the Pigeon River nine miles distant, but it speedily became the name of the place on the lake. The situation is about 47° 58' N. Lat., 89° 39' W. Long. by U. S. charts, on Grand Portage Bay (too shallow for vessels to land, and seperated by Hat Point from Wauswaugoning Bay), in which is the small Grand Portage Island. The most conspicuous object in the vicinity is the hill, now called Mount Josephine, 703 feet high. The North West Co.'s establishment there, before and after 1800, was a stockaded post, 24 x 30 rods on the edge of the bay and under the hill, it was long a famous rendezvous of the Northmen who assembled sometimes to the number of more than a thousand. It was abandoned in 1803. The X Y Co.'s post was built in 1797 about 200 rods from that of the North West Co.'s, across a small stream that flows into the bay. Fort Charlotte was the N. W. Co.'s post at the other end of the portage on Pigeon River.

The Ashburton Webster Treaty of 1842 stipulated that the route should remain common to both countries and should be free and open; so presumably British citizens to-day would be entitled to demand the unobstructed use of the ancient trail over the Grand Portage. (See Story of the Grand Portage by Solon J. Buck in Minnesota Historical Bulletin, February 1923.)

Huronian Mine, at Jack Fish Lake near Shebandowan. Discovered in 1872 by Peter McKellar. First gold mine in this part of the country.

Kakabeka. Kakabeking bawtick, meaning "high cliff falls." (Mrs. Corbett.) According to Mr. McKenzie it means any steep rock. Sometimes in the early records it is called Mountain Falls; for instance R. M. Ballantyne calls them by that name and also calls them Kackakecka Falls.

Kaministikwia. There have been innumerable spellings for this word and also many meanings given. Nicholas Garry in his diary, July 1, 1821, calls it Kaministiquia and gives as the meaning "river of islands." It is also said to mean the "river that winds," and "the river of three mouths." I have also heard it said to mean "the crooked squaw." It was first known as the "river of the Assiniboines," then as "Trois rivieres." Harmon in 1805 called it Dog River. Mr. McKenzie says that the correct Indian name is Kamenatiquia, meaning "ragged shores involving portages." The Kaministikwia was discovered by Duluth in 1679 but the river itself was first explored by Jacques de Noyon in 1688. In the course of time the route was forgotten but was rediscovered in 1789 by Roderick Mackenzie of the N. W. Co.

The following are some of the forms of the word: Kaministiquia with some traces still of Kamanistiquia, the form Alexander Henry uses. Senator Masson prefers Kaministikia and Kaministiqua and Kaministiqa appear on many U. S. charts. The initial "K" varies to "C" and "G," and the "Q" to "G" and there were permutations in most of the vowels. Thus Gamanestigonya appears in La Verendrye's journal 1738-39; we hear from the beginning of Camenistiquoia of Three Rivers

Kaministikweya is said by Pettitot to mean "wide river". Camministiquia is Sir A. Mackenzie's form. Harmon prints Kamanitquia. Kamanantiqnoya appears in Malhiot. Kamanatekqoya or "river of Fort William" is in Keating, page 135. I have found Wondering River once, and Dog River was common. (Coues' "New Light on the Great North West.")

Keewatin, means "north wind."

Lac des Mille Lacs. Sasagqisagaigan meaning "deep lake." (Mrs Corbett.)

Lake of the Woods. The Indians called its northern portion Kaminitic Sakahagen, meaning Lake of the Woods and Island Lake and the southern portion Pekwaenga Sakahagan or Lake of the Sand hills. Another Indian name is translated "White fish Lake." This is now applied to that portion of the lake east of Sioux Narrows. The northwest part of the lake was known as Clearwater Lake, now Clearwater Bay. Another Indian name was Minitic or Minnitite. During the French period it was variously known as Lac des Bois, Lac des Sioux, Lac des Iles, and in one case as Lac des Christineaux, a name more generally applied to Lake Winnipeg. On some maps it is called Assiniboiles.

Loch Lomond. Kasasagadadjiqegamishkag (Father Renaud.) Kazazeekeegewaugamag, meaning the high lake that is always overflowing. (H. Sidney Hancock.)

Mission, Fort William. It was founded in 1848 by two Jesuits, Fathers Fre Miot and Jean Pierre Choni.

Mission Treaty. Concluded in 1850 by Hon. W. B. Robinson with the chiefs of the Ojibway Indians. (See H. Y. Hind's Report.)

Montreal Island, and River. This name appears on Popple's map in 1731.

Mount Mackay. Nicholas Garry states in his diary of July 1, 1821, "This very fine mountain has no name." In 1857, however, H. Y. Hind calls it "Mount Mackay," though in the majority of references up to the later eighties it is called "Mackay's Mountain." It was named after a free trader, William Mackay. The story goes that Trader Mackay was in the habit of climbing the mountain as his daily constitutional. I have not been able to find out in what year he lived in Fort William. The Indians now call it Anamikiewakchu, or Thunder Mountain, according to Mr. McKellar, or Mamanetigqeia wadjew, meaning Kaministikwia hill, according to Father Renaud, while Mrs. Corbett gives it as Missanbaing Wadjew, or

Crane Mountain (In regard to 'Anamikiewakchu' see note under "Animikie.")

Mountain Road Kichiwidjew ekahnah (Mr McKenzie)

Mutton Island Maniskianishi miniss (Mrs. Corbett.)

Neebing Said to mean "summer" but of this Mr McKenzie is doubtful

Neebing Post Office See West Fort William

Neebing Township Plan dated July 1 1860, signed by Thos W Hertick

Nepigon, or Nipigon called Annimibegon meaning "the lake you cannot see the end of" (Grant's Picturesque Canada) In the early records called Alemepigon Fort Nipigon was at the mouth of the river on the left bank about 1680 On some early maps it is called "Fort Ancien du Sr du L Hut"

Otter Head Cove and Island The earliest form met with is "Tete de l Outre" on Popple's map 1731 (Report Can Geo Bd)

Paipoonge Meaning is doubtful but I have been told that it is "winter" The township was laid out in 1857 and the plan signed in 1860 by T W Herrick. Mrs. Corbett gives "Be-taw be-gosing" as the present form meaning "double current"

Pays Plat, a translation of the Indian name which refers to the shallow floor of the lake hereabouts Called Bagouachi on the Moll map of 1719 (Report Can Geog Bd)

Peeping Squaw This is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain at an elevation of about 300 feet The Indian legend associates the Peeping Squaw with the Sleeping Giant in one story telling that she having followed him for many miles he jumped to the Cape and then fell down exhausted while she succeeded in getting only as far as the Pie in her jump but that while he sleeps she remains on guard prepared to renew her pursuit as soon as he stirs.

Pic River Indian name meaning "mud" There are beds of yellow and white clay some distance up the river It appears as "Le Pick" on the Moll map 1707 (Report, Can Geog Bd)

Pigeon River Also called Dove River and derives these names from the French phrase Riviere aux Tourtres or the River of Turtles, i.e. turtle doves probably referring to the passenger pigeons A name current earlier was Riviere aux

Groseilles, also Groseilliers. Called by the Indians Neutokeagane or Nautokongane. (See also Grand Portage.)

Pithers Point, on Rainy River. De la Verendrye's nephew La Jemeraye, built a post here in 1731, which he called "Fort Saint Pierre." La Verendrye described it in his journal, and said "A fort with two gates on opposite sides. Interior length of sides, 50 feet, with two bastions. There are two main buildings each composed of two rooms with double chimneys. Around these buildings is a road seven feet wide, and in one of the bastions a storehouse and powder magazine have been made, and there is a double row of stakes 13 feet out of the ground."

Porcupine Mine, discovered in 1884. In this mine was found a special mineralogical feature in the occurrence of the carbonate of barium, or witherite, said to be the first found in Canada.

Port Arthur, called at various times "Dawson's Landing," "The Depot," "The Station," and "Prince Arthur's Landing." Colonel Wolseley gave it the last name when landing with the troops in 1870. Changed to "Port Arthur" in 1883.

Prince's Location, on the mainland near Spar Island. Oldest mine on the Canadian shores, having been worked in 1846 or '47, when it appears to be regarded in the light of a copper rather than a silver bearing vein.

Rabbit Mountain Mine, discovered by Oliver Daunais in 1882. Closed down in 1887.

Rainy Lake, lake of the Crists or Cristinaux (Crees) Lake. Known to the Indians as Takamamiouen, and to the early French as Lac la Pluie. The first trading post of the North West Company in the Lake of the Woods district, was known as Rainy Lake House, date of construction uncertain, but John McDonell in 1793 writes: "In sight of the Fort of Lake la Pluie is the Kettle Falls, causing a portage. The fort stands on the top of a steep bank of the river. It has two wooden bastions in front flanking the gate."

Rainy River, Tekamamiouen, or Ouchichiq River.

Royale Isle. Called Isle Minong by Fr. Dablon in the Jesuit Relations, 1671.

St. Joseph's Orphanage, established in 1870 by the Daughters of Mary, but taken over in 1885 by Sisters of St. Joseph.

Sault Ste. Marie. Named by the French in 1640 when they founded the mission of Ste. Marie du Sault. Previously it was known as Sault de Gaston, after the younger brother of Louis 13th.

Shanguinah, "White man."

Shebandowan, meaning long wigwam, door at both ends (Mrs. Corbett). Mr. Mackenzie says that this refers to a special tent that is erected for a dancing ceremony. It is put up in the spring when the willows and poplars are pliable, the frame being made of them, bent over and woven. These are then covered with skin. The "Shebandowan" is quite long and the dancers enter at one end, and dance the full length, going out by the back end and returning on the outside to the front again. It is considered quite sacred and no liberties are allowed to be taken with an Indian's "shebandowan."

Shuniah, said to mean "money" or "silver."

Shuniah Township, organized in 1873. It consisted of the Townships of McIntyre, McGregor, the Welcomes, Pie Island, Neebing, Paipoonge, Blake, Cronks, Pardee and Neebing Additional. Organized in order to raise funds ($70 000 bonds) to build the railway from Port Arthur to West Fort.

Shuniah Mine, formerly called Duncan Mine, discovered in 1867 by John and George McVicar, sold in 1870 for $75 000.

Silver Harbour Mine, also called the Beck Mine, discovered in 1870, closed in 1872 after extensive development.

Silver Islet, a small islet less than 90 feet square and eight feet at its highest point, discovered on July 10, 1868, by a Mr. John Morgan, under the direction of Mr. T. Macfarlane. $3 250 000 is said to have been taken from it before it was closed down in 1884. It went to a depth of 1 230 feet and had thirteen levels. The length of one of the veins was known to be over 9 000 feet, extending from the islet over to the mainland and on to "Morgan's Junction," a shaft beyond the Cross Fox farm. There is a romantic story of the shutting down of the mine, when it is said that it was due to the failure of the arrival of a boat in November, 1884, in which was the winter's supply of fuel. This necessitated the closing down of the furnaces which operated the pumps, and the mine flooded. Some skeptical people think that that was only made an excuse, and that the wealth had been exhausted. Since then various attempts have been made to have the water pumped out and the operation continued, but no great wealth has been made in these ventures.

Silver Mountain Mine, discovered in 1884, and operated with considerable success for several years.

Spar Island Mine. This was part of the old Prince's Location, one of the first mining properties worked on the lakes, operations having been carried on there in 1846 and '49.

Sleeping Giant. Many interesting stories are told in regard to this giant and Indian superstition declares it a spot that may well be avoided.

Superior Lake. On September 2 1665 Father Allouez entered Lake Superior and named it "Tracy" after the Marquis de Tracy Lieutenant-Governor of that period. Its discovery had previously been reported in 1618 by Etienne Brule. On the Jesuit maps of 1670-71 it is called "Lac Tracy ou Superieur" and shortly after the second, and much more suitable name, became general. Kitchigami meaning "great water" is the Indian word generally accepted, though that word refers to any large body of water.

Thunder Bay, Animikie wekwed. Thunder birds lived there in olden times, hence Thunder Bird Bay. (Mrs Corbett.)

Thunder Bay Mine, 2½ miles northeast of the mouth of the Current River. Discovered by Mr Peter McKellar in 1866. Developed quite extensively, and a little village sprang up. Everything was destroyed by fire in 1873 and again in 1881.

Thunder Cape, Kitchi neiashing meaning "great point" also Animiki neiashi "Thunder Point." (Father Renaud.) Kitch Naushing "long narrow point." (Mrs Corbett.) Animiki wadjew "thunder hill." (Mr McKenzie.) For Animiki see also under Animikie.

Town Plot. Laid out in 1857, plan signed by T W Herrick in 1860.

Trowbridge Island, named after one of the Silver Islet officials, C A Trowbridge, Secretary of Silver Islet Company.

Wallbridge Mine on Lot 11, Paipoonge. Discovered in 1863 copper sulphurets and galena ores. The first mining property sold in Thunder Bay.

Welcomes. Pagwaassabaning. (Father Renaud.) Called "the Welcomes" on Bayfield's map 1828.

West Fort William. This section developed as the result of the construction of the Canadian Pacific Railway, the centre of the settlement being at Brown Street and along the river front. On the post office being opened it was called "Fort William." Later on East Fort William sprang up, and there the post office was also called "Fort William." The west end then changed their name to "Neebing" and in the course of time to "Fort William West," then to Westfort and finally to West Fort William.

Winnipeg is Indian for "muddy water," a name applied to Lake Winnipeg which is turbid after a storm. Fort Garry the

H B Co fort was the nucleus of the present city. The name is first found on the title page of the "North Wester" of February 24 1866. The first house was built in Winnipeg in 1862

Winnipeg River, Riviere Maurepas Riviere Blanche, White River, and Sea River The present name is a translation of the old Indian designation Winnipi meaning turbid waters, which appears on the old maps as Ouinepique, Ouinipigon, Winnipeek, and many other ways.

FORT WILLIAM STREETS

By Miss M. J. L. Black

In Fort William, as in the majority of places in Canada, the origin of the names of the streets may be traced to the founders of the various sub-divisions, those in the Hudson Bay and Canadian Pacific Railway sub-divisions being called after their prominent workers who had either been stationed in Fort William or whose names were sufficiently important to warrant such a compliment; the McKellar, McVicar and other large sub-divisions were named in the same way. This fact has simplified the problem of hunting up the source of the street names, but has made, in one instance, a great difficulty in getting any information, namely those streets situated in the "Town Plot." This sub-division was laid out by government instruction in 1857 and was registered in 1860. It was surveyed by T. Wallace Herrick, who named the streets and probably chose the names of his own family and acquaintances, but beyond that we have no information. Some of the street names have apparently no special significance. The following is a list of the streets arranged alphabetically with what information is obtainable.

Alberta
Alexandra
Algoma.
Amelia. (Town Plot.)
Ann. (Now called King, in Town Plot.)
Archibald. (Archibald McKellar.)
Arthur. (Arthur A. Vickers, late of Vickers and Moffatt.)
Athabaska.
Atlantic.
Balmoral.
Begin. (J. A. Begin, Comptroller of the Province of Quebec and his brother, E. H.)
Bernard. (Bernard Ross, brother of Mrs. G. A. Graham.)
Bethune. (Angus Bethune, Chief Trader, H. B. Co., 1821.)
Brent. (C. R. Brent, Manager of the Royal Canadian Bank.)
Broadway. (Named by S. C. Young.)
Brock. (Formerly Victor, after Victor G. R. Vickers.)
Brodie. (Mrs. Duncan McKellar's maiden name.)
Brown. (P. J. Brown of Davidson, Brown and Oliver.)
Brunswick.

Cameron (J D Cameron Chief Factor H B Co. 1821)
Carlton
Caroline (Caroline Brodie Norris.)
Catherine. (Mrs J J Vickers)
Centre (Named by S C Young, centre of sub-division)
Christie. (Alexander Christie Chief Trader H B Co, 1821 also W J Christie, Chief Trader H B Co. 1860)
Christina (Christina McVicar)
Collins
Connolly (Wm Connolly Chief Trader H B Co 1825)
Crawford (Named by S C Young after his mother)
Cumming (Cuthbert Cumming, cousin of Lord Strathcona)
Cuthbertson Place (E. H Cuthbertson London England)
Dease (Peter Warren Dease Chief Trader H B Co. 1828)
Donald (Donald McKellar)
Dufferin (Lord Dufferin)
Duncan (Duncan McKellar)
Edward (Town Plot.)
Empire. (Named by Mr H E Copp after the Empire Stove plant this street was formerly Rebecca.)
Ernestine. (Mrs W H Hamilton)
Euclid
Finlayson (Duncan Finlayson, Chief Trader H B Co., 1832)
Ford (Town Plot)
Francis (Town Plot)
Franklin (Franklin Wiley)
Frederick (Town Plot)
Front
George (George MacVicar)
Georgina (Georgina Eliza Vickers)
Gore (Town Plot)
Hamilton (Senator Ross Hamilton)
Hardisty (Richard Hardisty and W L Hardisty Chief Trader 1868)
Hargrave (James Hargrave Chief Trader 1844)
Harkness (Harry Harkness)
Harold (Harold Wiley)
Heath (Stewart B Wallace Heath)
Heron (Probably a misspelling of Hearne after Samuel Hearne)
Home (Named by S C Young)

Hyde Park Avenue (Chas. L. Hyde, Pierre, S.D.)

Isabella. (Isabella Vickers.)

Island

James (Town Plot.)

Jarvis (C. W. Jarvis.)

John (John McKellar.)

King

Kingsway (Named by G. R. Duncan, after the street of the same name in London, England.)

Laird (Deputy Magistrate Laird, of Prince Arthur's Landing.)

Leith (James Leith, Chief Trader, 1821.)

Lillie (W. C. Lillie.)

Luci (Luci McKellar.)

McBain

Macdonald (John Macdonald, Chief Trader, 1821, and Archibald Macdonald, Chief Trader, 1842.)

McGillivray (Simon McGillivray, North West Fur Co.)

McGregor (J. D. McGregor, Brandon.)

McIntosh (Donald McIntosh, Chief Trader.)

McIntyre (John McIntyre, Factor.)

MacKellar (MacKellar family.)

MacKenzie (Sir Alexander Mackenzie. The following of the same name were Chief Traders in the H. B. Co.: Donald in 1821, Roderick in 1830, Hector, 1851, John, 1854.)

McLeod. (Alexander Norman McLeod, H. B. Co.)

McLoughlin (John McLoughlin, Chief Trader, 1821.)

Macmillan (James Macmillan, Chief Trader, 1827.)

McMurray (William McMurray, Chief Trader, 1866.)

McPherson (Murdo McPherson, Chief Trader, 1847.)

McTavish (Simon McTavish, North West Fur Co., also John George McTavish, Chief Trader, 1821.)

McVicar (McVicar family.)

Marks. (Thos. Marks.)

Mary (Mary McIntyre.)

May (Mrs. C. E. Spence, formerly Miss May Deacon.)

Minnesota

Mission

Montreal (Named after the Montreal financial group.)

Moodie (Susanna Moodie, the authoress, and mother of Mrs. J. J. Vickers.)

Mountain Avenue

Murray (J. C. Murray.)

Miles. (Robert S. Miles, Chief Trader, 1844.)

Neebing

Nipigon

Norah (Miss Norah Marks)

North

Northern

Oak

Ogden (Peter S Ogden Chief Trader 1834)

Pacific

Prince Arthur (Duke of Connaught)

Pruden (John P Pruden Chief Trader 1836)

Rankin (W T Rankin)

Ridgeway (Victor Gilmour Ridgeway Vickers)

River

Robertson (Colin Robertson Chief Trader 1821)

Ross (Bernard Ross father of Mrs. G A Graham)

Rowand (John Rowand Chief Trader 1825)

St Paul Street (The subdivision of the same name was opened by Mr Frank Gibbs)

Selkirk (Thos Douglas Lord Selkirk)

Sills (Sills family)

Simpson (Sir George Simpson)

Southern

Sprague (Town Plot)

Stanley (Named by S. C Young after Sir H M Stanley)

Superior

Syndicate. (Named after the C P R. Syndicate This avenue was opened as the result of the C P R buying the rights for $3 000 of the river front where the original road from Port Arthur to West Fort William had been)

Tarbutt (Town Plot)

Vickers. (Vickers family)

Victor (Victor Vickers)

Victoria (Miss Victoria McVicar)

Violet (Miss Violet Bissett)

Walkington (Maiden name of the late Mrs James Gowanlock)

Wallbridge (William Wallbridge Vickers.)

Walsh (After a Major Walsh)

Waterloo (The Battle of Waterloo)

Wellington (The Duke of Wellington)

Weigand (The Weigand family)

Wiley (F S Wiley)

William (William Wallbridge Vickers.)

Young (James Young an early Canadian Pacific Railway man in West Fort William)

LEGEND OF THE SLEEPING GIANT

By Watson W. Moore

From the Port Arthur Daily Sentinel Jan. 9 1889 and copied by it from the Puget Sound Magazine.

There is an Indian Legend nearly as old as the cape itself that has been handed down from warrior to son from the primitive times of long ago that this long promontory rising high above Thunder Bay and extending miles back towards Silver Islet is no less than the great sleeping giant "Nana," lying with folded arms like a warrior taking his rest. Nana stood thousands of feet high, a giant and monarch, chief of earth and sea. He lived at the time the mastodon roamed our forests and then he wooed and won a dusky maiden. She was young and beautiful, tall like himself, and her foot was as fleet as the frightened deer. Her tresses were like the ravens wings and her eyes as bright as dew drops, her voice as soft as the music of the mountain brook, and she was as joyous as a bird and as lovely as a summer day.

By the lake side in a rocky cave they dwelt for two thousand years, and the Chippewas and all the other powerful Indian tribes of the Lake Superior district are Nana's descendants.

The old warrior was fond of fishing, and it was his wont to walk through the lake swinging a large hemlock tree for a club to drive the fish before him out into the lake to Sault Ste. Marie, where his faithful wife stood and caught them. This was fine angling.

Years rolled on until one fine day the old squaw lost her cunning and all the fish that Nana drove before him passed her and swam into Lake Huron, and the old giant, hungry and relentless in his rage, killed his good old wife with his club, and her poor lifeless body floated down upon the shore of Lake Huron; it can be seen to this day, a cape known as the Old Squaw or Nana's Wife. When Nana saw what he had done he was afraid and could not rest. He heard no sound without fear. He called his wife by name and talked of love. In vain he sought the Great Spirit for rest, and in agonizing despair he raved, and tore his hair. His loud mournful lamentations awoke the solitude, startling the wild beast from his lair. Nana was penitent and sorrowful, penitent in fear of the Great Spirit's anger, and sorrowful in the loss of his wife's companionship. He wandered from his home out upon the prairies and far over the mountains seeking forgetfulness and rest when lo he heard the loud cannonading of bursting boulders, and saw huge rocks high in the air He heard fearful hissing of escaping gas and steam and felt the suffocation of many obnoxious odors. The crimson heavens rained rocks, lava and ashes whilst amid the clashing peals of thunder and the red lightning's fitful glare the earth shook and trembled from the awful groaning roar of the volcanic fires The Great Spirit was angry with Nana and he fled away swifter than the eagles fly back to his Lake Superior home. Then onward towards the rising sun through the great chain of lakes loudly calling to his wife until he thought he heard her voice in the eastern mountains and leaving Lake Erie he followed the echo of his calling toward the noonday sun and beheld her streaming eyes so wild in fear so sad and fitful in their imploring look beseeching him to stay the cruel blow in the spell and charm of the mystic waters of Chautauqua Lake That look haunted him forever He heard her death cry in the passionate songs of the winds retribution was overtaking him He could not live without his squaw He walked the great lakes once more to Thunder Bay when in agony of remorse and despairing anguish Nana laid himself down and died of a broken heart and to this day all the Indians when rounding the enchanted cape in their canoes throw tobacco to the Sleeping Giant so that he may smoke his calumet in the "happy hunting ground

EARLY HISTORY OF THE FORT WILLIAM PUBLIC LIBRARY

By Miss M. J. L. Black.

In The Thunder Bay Historical Society Annual for 1911 there is a short account of the Public Library, but the information then available was very limited. The following article was written in order to supplement it and complete the story.

The story of the initial library movement in Fort William is more or less legendary, but there are certain names that stand out, the owners of which exerted the greatest possible influence in making our library system: Mr. R. Bowman, the father of it all; Mr. A. F. Priest, the able first mate; Mr. S. Phipps, Mr. G. H. Reed, and Mr. John Whitehurst, the last mentioned of whom only is still living in the city and who retains all his old time interest in the institution.

In The Fort Arthur Sentinel of Aug. 19, 1885, is the first notice that has come to our attention of a library, when they reported that on the previous evening the C.P.R. employees had opened their bath, smoking room and literary room with library attached. The ceremony was performed by Mr. Freeman, librarian of the Winnipeg C.P.R. library, and in the course of his address he expressed his surprise and delight in the splendid rooms, and his appreciation of the work of Mr. Priest in particular. Incidentally it was explained that the bath rooms were furnished with an ingenious invention of Mr. Priest's which supplied hot, cold and lukewarm water. These rooms were in the Round House at West Fort William. The first committee appointed that night consisted of Mr. McMurtrie, Secretary; Mr. Priest, Treasurer; and Messrs. O'Hagan, Adams, Doctor Lewis and Nelson. A constitution was drawn up which stated that the object of the place was to encourage reading and other healthful amusements. It is interesting to note that from the first the rooms were known as "the library," thus showing that important as were the comforts of life provided by the club rooms, the intellectual side was considered the important feature. Membership fees were for C.P.R. employees $1.25 a year, outsiders $1.25, plus 25 cents for use of the bath. Funds for maintenance in the early days were provided by an annual picnic, the favorite spot being Kaministiquia, with Nipigon running a close second.

On September 15, 1885, Lord Lansdowne inspected the library, and complimented the men on their comfortable and pleasant quarters.

Gradually quite a fine collection of books was gathered, while the periodicals taken were of a particularly high type. In 1890 a catalogue was issued, and the annual report indicated things to be in a most prosperous condition.

In 1891 the library was moved to East Fort William, where it was housed in comfortable quarters close to the new round house. According to an early description "one entered a small lobby off which lead two doors, one to the bath room, the other to the reading room. The latter is very light, the walls being kalsomined in pink. The book cases are ranged on three sides, the intervening spaces being filled with colored engravings. Two immense Pittsburgh lamps are suspended from the ceiling for lighting, while the floor is covered with linoleum." The linoleum is referred to on several occasions in the newspapers. It was ordered from England, and on its arrival it was described as the largest that had ever been brought into the country, being 19 feet 5 inches by 27 feet 6 inches. Two fine copper baths, handsomely trimmed, plated in silver, were also installed, and the rooms were decorated. The officers for this important year were, Mr. W. J. Robertson, President, Mr. Jas. Cameron, Vice President, J. Lillie, Secretary, and A. M. Mudson, Treasurer. The managing committee was re-elected but unfortunately the names are not available now.

On July 31, 1891, the committee held its sixth annual picnic, which was apparently a huge success, for even our Port Arthur newspapers gave it a column and a half of a report. For this affair, the committee erected a refreshment booth, 20 by 40 feet, probably the first building of the kind that was ever put up at Kaministiquia.

In The Fort William Journal for Jan. 30, 1892, is an interesting article on the formation and development of the library, when a membership of 107 was reported, 1,000 books on the shelves, and cash in the bank of $1,019.67.

It is surprising how many small but important boards delight in having a goodly balance, and how difficult it is to teach such otherwise. The majority of our starving little libraries carry balances, the use of which would materially help to put them on their feet.

All through these early years, the library was treated by the officials of the C.P.R. as the pampered child of fortune, a favorite son. They provided free quarters, gave the excursion committee most generous co-operation and were even donors of individual grants there is a record of a set of Kingsford's History of Canada received from Sir William Van Horne. These times however were to change and from this favored relationship the poor library became a more or less unwelcomed step-child. In the minutes of December 27 1898 appears an item instructing the secretary to write to the C P R. and ask the C P R. to pay the money due us from the picnic of August 31st, last.

In 1900 arrangements were made for the lighting of the rooms by electricity while various discussions took place in regard to getting into quarters that would better meet the needs of the times, though it was not for another five years that any move was actually made.

The year 1901 saw the last of the library picnics the outings that had been quite a feature in the social life of the community for sixteen years. The question was discussed the following year but it was decided to try to get some passing troop to give a series of concerts in aid of the library. There was no further report on that subject, but it was evident that the old guard were keeping the institution alive simply by their own enthusiasm. It was necessary to cut the salary of the librarian who had previously been receiving ten dollars a month when it was put on a basis of 50 per cent of receipts of subscriptions.

One of the important features of the annual meetings was the sale of periodicals sometimes the amateur auctioneer being able to get in as much as $30 for them. No comment is made on the bargains that the purchaser must have often got. Grateful at getting the money the good people of the library committee did not realize what treasures they were throwing away. How we would value those old newspapers and periodicals if we had them now.

They also appear to have worried over a problem the solution of which we have not found yet how to control the vandals and thieves who think that library books and periodicals are their natural spoils. Then as now chains and special holders proved useless and so the management committee had simply to trust that some day human nature would improve. We question if it has.

On November 27 1905 it was moved by Messrs. E C Smith and John Whitehurst That the C P R library shall be consolidated with a citizen's library providing satisfactory arrangements can be made, and that a committee consisting of Messrs. E C Smith J J Bell and S Speed be appointed to meet representatives from the city with power to act. Shortly afterwards the joint committee met, the representatives from the city being Messrs. Jos. Dyke, C. W. Jarvis and Ross, when a special committee was appointed to interview the city council and see if suitable rooms could be had in the city hall. Their request was acceded to, and they were given the northeast room in the basement. By fall the rejuvenated board was at work, and consisted of: President, Jos. Dyke; First Vice-President, C. W. Jarvis; Second Vice President, G. H. Reed; Third Vice-President, F. J. Manion; Treasurer, F. W. Young; Secretary, J. J. Wells; with a managing committee of Messrs. L. L. Peltier, A. J. Boreham, E. R. Wayland, J. R. Lumby, A. Calhoun, E. C. Smith, G. Himmers, G. W. Brown and J. Whitehurst. S. G. Cole was appointed librarian, and a membership of $1.50 per year was to be charged to all users.

In January, 1908, a committee was appointed to prepare a by-law to submit to the council for the purpose of raising funds for the library, the request being for 5/16 of a mill. On the strength of this grant, the board engaged Miss Nancy McLachlan to classify and make a shelf list of the books, which numbered about two thousand.

So culminated the splendid efforts of these pioneers in the important branch of popular education known as the public library movement, and to them must the thanks largely be due for even present conditions. They cultivated the soil and developed an intelligent public opinion in favor of the work without which the present well equipped building and attractive collection of books would have been quite impossible of attainment. Conscious of this obligation, once more in closing let me name some of the men to whom we are especially indebted: Mr. R. Bowman, who conceived the idea and worked on it for months before he got any backing; Mr. A. F. Priest, who gave generously of his time and energy; and Mr. S. Phipps, Mr. G. H. Reed, and especially Mr. John Whitehurst, who kept the lamp burning when both oil and wick were very low; and also Mr. Jos. Dyke, who, as representative of the city council, gave the cause of amalgamation sympathetic support. In naming them we express our thanks to them, not only as citizens, but as the present representatives of the institution in which they were so deeply interested.

THE DAWSON ROUTE TO THE NORTHWEST

Thunder Bay Sentinel, Sept 9 1875.

Our attention has been called to a pamphlet entitled Our Northern Empire," written by Mr Ross, the well known contractor who built that portion of the Pacific railroad from Duluth to Moorhead Mr Ross gives a brief description of Manitoba and the Dawson route, and as he is a thoroughly practical man his remarks are of more than usual interest to intending settlers His pamphlet was written last year and from his description it will be seen that the Dawson route has many advantages as a line of communication The following extracts will repay perusal

If economy be the object go by steamer to Thunder Bay on Lake Superior and thence by the Dawson route to Manitoba principally in steamers, steam transport and portages over which teams and loaded wagons can go without breaking bulk As this route is new and comparatively unknown and passes for 450 miles through a wilderness of dense forests lakes and rivers and cascades inhabited only by Indians, a more detailed description may be acceptable

Route to the Northwest.—Lake Superior may be regarded as the seaboard to the Northwest Territories It is of itself a great inland sea and by means of the canals of the Dominion and the Sault Ste Marie canal of the United States, it is accessible during the season of navigation to vessels from the ocean

It is from this great lake that routes available, or susceptible of being made so as lines of communication with the vast unpeopled territories which have fallen to the lot of this Dominion must in the first instance be sought for and any information regarding these from travellers or others will doubtless be acceptable to Canadians.

In looking for a route to the interior of any country, regard must be had to a harbor which if such can be found, should be in a place naturally safe and easy of access from the sea on one side and practicable as a starting point to roads on the other These conditions seem to be met with at Thunder Bay formerly the grand emporium of the Fur Companies, and now the starting point of the road to Manitoba commonly known as the "Dawson route" The magnificent bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south and further out Isle Royale, guarding it from the surge of the great lake. The Bay itself, however, is of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it; but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock, recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nepigon Bay, a land-locked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the west. It is claimed for it that it is completely sheltered, as it no doubt is; but it is objected to, on the other hand, that it is shallow (the Pays Plat of the Voyageurs), so intricate as to be impracticable of navigation to sailing vessels without the aid of a tug, and so completely landlocked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fortnight or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it opened the first week of May, while Nepigon was locked up with ice till the 23rd.

The steamers, it is said, navigate Thunder Bay all through November, while Nepigon Bay is closed with the first cold weather; and finally, that Thunder Bay is easy of access to sailing vessels at all times. On the other hand it is claimed for Nepigon Bay that it is 80 miles further east, and that the railroad route from it to Manitoba is no greater than from Thunder Bay. There is a diversity of opinion as to the best route for the main line; some advocate the lake shores to Nepigon Bay, others the same line continued to Thunder Bay, while a third favor a route to the north of those in question, along the English River and Lake water system stretching east and west between Lake Nepigon and old Fort Garry at the head of deep water on the Red River, 30 miles from Lake Winnipeg, and thence west to the southwest angle of Lake Manitoba; others, mariners, etc., from Ottawa to the Georgian Bay, and by rail straight to Garry. Thunder Bay has the advantage at least in the fact that it has warm advocates in the population of Prince Arthur's Landing, who do not fail to sound its praises, while Nepigon Bay reposes amidst unbroken forests in the silence of nature. A little to the west of Prince Arthur's Landing is the valley of the Kaministiquia, where there is said to be a great deal of agricultural land, and it is highly desirable that settlement should be encouraged, for the want of the bulkier articles of agricultural produce must, for some time to come, operate disadvantageously both in keeping open lines of communication, and to the mining interests now coming into prominence in this district. Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the Thunder Bay Road. This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty five miles. It is mostly gravelled and in good condition throughout. On this road a large number of wagons are maintained for the conveyance of passengers and freight. There are stations at intervals of 15 miles with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and to judge from the crops in the little clearings already made, would prove very productive on cultivation.

SHEBANDOWAN LAKE. This lake possesses a steam tug and a barge and a number of boats, which are maintained for the conveyance of passengers and freight. The tug has a run of twenty miles between Shebandowan and Kashaboiwe Stations, at both of which places there is good accommodation for emigrants. Kashaboiwe Portage is a well-gravelled road three-quarters of a mile in length, leading from Shebandowan to Kashaboiwe Lake, a smooth stretch of nine miles, and the last on the eastern slope of the watershed. On this lake a tug and barge are also maintained.

HEIGHT OF LAND carrying place or portage, is one mile in length, and leads from the lake last mentioned to Lac des Milles Lacs, a large sheet of water tributary to the Winnipeg. This lake sends bays and arms in every direction, and it is quite bewildering from the number of islands with which it is everywhere studded. There seems to be abundance of fine timber in the country of Lac des Milles Lacs, and the natives report extensive groves in the Seine, the river by which it sends its waters to Rainy Lake. On this lake the tug has a run of twenty miles to Baril Portage, a carrying place only sixteen chains in length.

BARIL LAKE, the next of the water stretches, is eight miles in length. A tug and a barge are placed upon it for the transport of passengers and freight to Brule Portage, twenty-one chains long, where comfortable houses have been constructed for the accommodation of emigrants.

WINDEGOOSTIGOON LAKE, fourteen miles in length, stretches between Brule and French Portages, at which latter place, in order to facilitate navigation, a dam has been built. A tug with a number of boats traverse the lake daily, carrying passengers etc. On French Portage the frames of two barges have been put up, one intended for Windegoostigoon and the other for Kaogassikok Lake. French Portage is a mile and fifty chains in length, gravelled and in excellent condition.

KAOGASSIKOK LAKE with Little French Lake and River, rendered navigable by means of a dam, forms a sheet of water sixteen miles in length. A tug and barge, the latter of a different type from, and smaller than, those on the upper lakes, afford the necessary means of transportation at present, but a larger barge will be afloat soon. Pine Portage, at the west end of Kaogassikok Lake, and Deux Rivieres Portage, are in close proximity, the former thirty-six chains and the latter thirty in length. An intervening pond or lakelet is crossed in boats. Pine timber of large size and good quality is abundant about these portages, and it is said there are extensive groves of these woods inland.

STURGEON LAKE is navigable for a distance of seventeen miles between Deux Rivieres and the Maligne, having been rendered so by means of a dam. At Island Portage also it is proposed to build a dam, a most important work, which, when completed, will raise the waters of the Maligne River to a height sufficient to make navigation of slack water between the dam last mentioned and Island Portage. At present there are some rapids and ripples which render it necessary to maintain a considerable force of voyageurs. When the dam above mentioned is completed, steam will be used here, as upon all the other sections.

NEQUAQUON LAKE or LAC LA CROIX. Island Portage, above mentioned, is only fifty yards in length. Baggage is passed over on a slide. Lac la Croix, a fine sheet of water studded with islands, is rapidly passed over by means of a tug and barge. The next great portage or, as it is called, the Nequaquon, leading from Lac la Croix to Namuekan Lake, is three miles in length. By the opening of this portage the long detour by the Loon River has been avoided, and twenty miles in distance saved.

NAMUEKAN LAKE. This is a fine sheet of water full of islands and on it a barge and tugs are always in readiness for the conveyance of passengers and freight between Nequaquon and Kettle Falls at the head of Rainy Lake. The portage at Kettle Falls is short and the fall only eight feet. Arrived at Rainy Lake, a handsome and powerful steamer is in readiness to carry passengers to Fort Frances, a distance of forty-seven miles. Rainy Lake is a fine sheet of water extending its arms far to the north and east, receiving numerous tributaries from various directions the principal of which are Sturgeon River the Seine and the Manitou The aggregate area drained by these rivers is not short of fifty thousand square miles and in many parts of this extensive region there are valuable forests of pine which will no doubt prove inviting to the lumbermen a class of pioneers who have hitherto shown themselves the most valuable in opening the wild lands of the Dominion to settlement

Fort Frances once a grand emporium of the fur trade and still the chief rendezvous of a powerful tribe of Indians is from its natural advantages likely soon to become a place of great importance The falls immediately in front of the Hudson Bay Company's Fort presents unlimited water power and the ground is naturally well adapted for mill sites Perhaps the day is not distant when these falls will rival the Chaudiere on the Ottawa in the number of mills they set in motion

Rainy River From Fort Frances to the Lake of the Woods the navigation is unbroken and on either side of this magnificent stream the land is of a quality not to be surpassed covered in general with heavy forests but presenting in some places openings and cleared lands which had evidently been cultivated at some remote time In these openings are occasional mounds which here as elsewhere show the wide range of country which must have been occupied by the mound builders The lands on Rainy River are without doubt, well adapted for cultivation and settlements established here would form an excellent stepping stone to the prairie land of the west From the mouth of the Rainy River to the northwest angle of the Lake of the Woods the distance is about fifty miles making with the Rainy River a stretch of one hundred and thirty miles of navigable waters. Navigation however extends to Rat Portage some thirty or forty miles to the north of the northwest angle From Rat Portage by the winding river of Winnipeg is about 150 miles Winnipeg River consists of a series of rivers and lakes with rapids and short portages between them and might it is said be rendered navigable at a moderate outlay From the northwest angle to Fort Garry by the road is ninety five miles the first seventy miles being through wooded country and the balance through prairie

Such is the Dawson Route in its general features. First a road of forty five miles leading from Thunder Bay to Shebandowan Lake then a series of navigable sections, with short portages between them covering a distance of some three hundred and twenty miles, and lastly a road of ninety five miles over level country, from the Lake of the Woods to Fort Garry

The value of this line of communication even in its present state, affording as it does the means of access through British territory to the North West, cannot be overestimated. Much has been done, but a great deal more still remains to be accomplished. Those only who have been accustomed to carry on operations in new countries can appreciate the difficulties which must have been encountered in opening up a line of four hundred and fifty miles through a wilderness of forest and lake, but to those who have thought of the future of the vast regions which have fallen to the inheritance of the Dominion, it will appear but a very moderate beginning. There is nothing more striking in travelling over the Dawson Route than the evident care that has been taken to apply and distribute comparatively small means in the manner best adapted to produce a general result. No place has been neglected, and at no point, if exception be made of the necessary bridges and dams and the large steamers, has there been any great expenditures. The outlay has been proportionate to the different sections and the result is a line available with about equal facilities throughout its entire extent.

In view of future and greater works, the value of this line becomes apparent. It will afford the means of transportation of men, material and supplies, for no time should be lost in increasing its capacity, and this might be done at a comparatively small outlay. Lines of telegraph along the whole route, but more especially on the lake roads at either end, are immediately necessary. They would lead to the saving of an amount equal to their cost in a year or two, and in the meantime greatly tend to facilitate order and organization. The navigable sections might be connected in most cases very easily by locks, thus saving trans-shipment and plant.

In fact, the whole line might, without difficulty, be rendered navigable from Shebandowan westward to the Lake of the Woods, and if this were done, and the great Pacific Railway or branch lines from it made to tap this water route at various points, a very large amount of timber would be rendered available, both for the supply of the prairie region to the west, and the markets of the Dominion, and the adjoining States to the east, while to the railway itself it would afford no small amount of traffic.

Taking, however, a wider view still of the subject, and considering the magnificent lakes and rivers on the Dawson Route together with Lake Winnipeg and the Saskatchewan, etc., in relation to the future, there is in this remarkable chain of waters, the means of making navigation continuous from Lake Superior to the Rocky Mountains and I believe that any scheme of a Pacific Railway which should ignore or sacrifice the most direct and practicable route for the national thoroughfare by which oceans and empires are to be connected or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the north land which at no distant day will be the seat and centre of a hundred millions of people would be nothing less than a national misfortune

But the government and the people of the British Empire are deeply interested and desirous of connecting their far extended Empire by the shortest and most practicable route This route is from the west coast of Great Britain across the Atlantic Ocean on a westerly course, to the east coast of British America and thence westerly across British America to the east shore of the Pacific Ocean and from thence by the Pacific Ocean to Calcutta Sidney China Japan etc

The advantages of this route are national as well as local and present many important advantages

1st —It will connect over 200 000 000 British subjects with the seat of and centre of the Empire by the shortest and cheapest route on the globe, and by the shortest route the empires of China and Japan with 500 000 000 of industrious people with the commercial metropolis of the Dominion and the Empire and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it both in ancient times and in modern times

2nd —Much of the vast annual expenditures for transit on other lines would be disbursed on the new route enriching the owners and country through which it passes and would open up for the settlement and occupation of the now overcrowded agriculturists of the Empire the most fertile and largest unoccupied district in North America from which the bread supplies of the artisans and the operatives of the Empire would come and in turn would furnish a home market for the products of their industry and thus distribute among the industrious classes of the Empire millions sent abroad annually to purchase the food which the country cannot produce

3rd —It would annihilate the hopes of internal traitors who aim at the dissolution of the Empire

4th —And would render the nation independent of external rivals or foes The route has an abundance of coal at each end and the centre with open harbors the year round on either ocean

PORT ARTHUR ONTARIO ITS INDUSTRIAL DEVELOPMENT

By Helen E Carthy 1923

Population

1870	200 to 350	(records)
1885	1 500	
1891	3 000	
1901	3 214	census
1911	11 220	
1921	14 886	

Industries

1 C N R terminal works (coal docks warehouses, supply centre)

2 Northern Navigational terminal port Supply centres elevators freight sheds

3 Port Arthur Ship Building Co

4 Pigeon River Saw Mill

5 Atikokan Blast Furnace

6 Shuniah Pulp and Paper Co

7 Port Arthur Pulp and Paper Co

8 Port of call for two transcontinental railways and for several steamship lines

9 Provincial Paper Mills.

10 Fishing

11 Tourist trade Outfitting hunters and campers parties. Guide centre

Note —I have not been able to secure accurate information regarding the number of men employed

Sources of Information

Records of the Thunder Bay Historical Society
Census returns
Parliamentary records of the Province of Ontario.
Folders issued by—
    The Canadian National Railway
    The Port Arthur and Fort William Boards of Trade
    The Peninsula and Northern Navigation Co
Public and High School Histories of Canada
Handbook of Commercial Geography by Chisholm.
Canadian School Atlas
Provincial map Part of the District of Thunder Bay

On the cover of a booklet issued by one of the development companies of Port Arthur these slogans appear:—

"Yesterday! the rendezvous and mart of the voyageur and fur trader.

"To-day! The Great Lakes outlet for the commerce of Western Canada, an industrial site in development."

To one who has lived in either of the Twin Cities, these slogans carry their own authority and need no justification or explanation; but since few have had that experience we shall try to establish by a study of the historical and geographical factors the logical connection between "Yesterday" and "To-day."

The claims quoted above are advanced not for Port Arthur alone, but for Fort William, and indeed in such a study as this one cannot neglect the beginning and growth of the latter city, for in many respects, as the appellation "Twin Cities" would suggest, the two are bound up in the same bonds of life. The heart of Port Arthur's business district is but four miles distant from the business centre of Fort William. The intervening area is a level stretch of reclaimed swamp land known as "Intercity." It is peopled entirely by foreigners, the majority of whom are Poles, Russians and Scandinavians. This region, which is within the limits of Port Arthur and yet lies beyond the border of the city proper, has neither healthfulness nor natural beauty to recommend it. Its low lying acres are almost wholly under the control of an English company of real estate speculators with extensive interests throughout Western Canada. It lacks many of the conveniences of modern life, and constitutes a real barrier to the merging of the two cities.

But if the land lying between them separates the Twin Cities, the water of Thunder Bay unites them. Both lie within the limits of that great picturesque natural harbor, whose entrance is guarded by Pie Island, and the romantic Sleeping Giant, whose noble form tapers down to Thunder Cape. Nor is this the only way in which the water highway makes possible a common advantage. The cities are approximately four hundred miles from Winnipeg, the grain centre of the west. To quote from one of the folders mentioned, "The four hundred miles of almost virgin wilderness may be likened to the neck of a great bottle, through which is poured the great and increasing volume of wheat and other products. Winnipeg is the inlet to this neck, Port Arthur and Fort William the outlet."

From this it will be seen that the situation of Port Arthur is unusually favorable to development. Two hundred or so miles distant, at the extreme tip of Lake Superior, are the U S

Ports of Duluth and Superior, the outlets for the rich northern Mississippi States. With Duluth, Port Arthur is connected by rail (a branch line running south from Fort Frances), by direct water route, and by a new scenic road, The Scott Highway, which links Port Arthur to the great automobile routes of the United States. To the north, east and west lie regions famous for hunting, fishing and camping—regions whose natural beauties are hard to surpass. The forest and mineral wealth of this region is difficult to estimate, and much of it is as yet untouched. The rapids and falls of the innumerable rivers ensure practically inexhaustible electric power and much of the land will amply repay cultivation. The cool water of a multitude of lakes, bays, rivers and of Lake Superior itself, makes fishing not only a lucrative industry, but an attraction which draws to the district large numbers of campers and sportsmen. Last, but not least, the development of the Western Provinces has given Port Arthur a commanding position as an inland port and place of trans-shipment.

The exploration and settlement of the prairies is perhaps the most important of our historical events. The Northwest Company, organized in 1783, immediately found itself engaged in bitter rivalry with the Hudson's Bay Company, then over a century old. The latter company had clung tenaciously to its policy of staying at home, and thus forcing the Indian fur traders to come, no matter how great the intervening distance, to their trading posts on the Bay. This policy was dictated by their desire to keep the west and north locked up as long as possible for settlers, as they well knew, would cluster round their posts, and drive the wild animals farther afield. Therefore, although Radisson and Groseilliers had rounded the western end of Lake Superior, they had established there no trading centre. It is certain, however, that the splendid geographical position of the spot on which Fort William now stands had long made it an Indian meeting place. There the Kaministiquia, fed by many streams and having its source in Dog Lake to the north, empties into Thunder Bay. It is part of a system of interlacing lakes and rivers which stretches far north and west.

The Northwest Company recognized that they could not compete with the older company unless they adopted the policy of establishing trading posts in the west. They immediately saw the strategic and commercial possibilities of the site at the river's mouth, and a great warehouse was built. This was the place where the leading traders met yearly to plan their work. So we see justified the first slogan: Yesterday, the rendezvous and mart of the fur traders We must add that in 1678 a single fur trader Daniel Greysolon Duluth had built a house near the river's mouth and from that vantage point had carried on a fur trade with the Indians After Lord Selkirk's attempt to found a colony in Manitoba had partly failed the two rival companies were forced to unite and Fort William continued to serve as a centre for the fur trade

This part of our history seems to concern Fort William alone but as the fur traders opened up the district and made it known and also pushed ever farther west and northwest their activities form the necessary introduction for the history of the development of Port Arthur In old records we are told that in 1863 there were but three or four buildings in Fort William and none in Port Arthur although we know that a little fur trade was carried on in the latter place In 1857 too the S J Dawson expedition of which we shall hear more later was fitted out from there for its work in opening the route to the Red River country By 1867 seven miles of wagon road had been built out from Port Arthur In the meantime silver had been discovered in mines in the district and in 1868 with the opening of the Thunder Bay and Shuniah Silver mines employing a force of about seventy men the real history of Port Arthur commenced Other mines such as the Silver Harbor and the 3A were discovered about this time Stores were needed to supply the demands of this industry and in the same year the first two merchants, of what is now Port Arthur, opened a general store and restaurant

Two years later the place acquired another sort of prominence through the Red River Rebellion The force sent to suppress the rebels under the command of General Wolseley landed at the Station as it was then known The place was rechristened as Prince Arthur's Landing and became the temporary headquarters of the expeditionary force The population at that time was given variously as from 200 to 350 in addition to a floating population of hunters prospectors engineers and other soldiers of fortune

There are various reasons given for the establishment of this small centre so close to Fort William Port Arthur rises from the water front by a series of terraces to a height of about 400 feet and the beauty of the panorama before one at that height is truly magnificent This great natural beauty with perfect drainage combined to make it a most healthful and desirable place of residence, for those whose business interests were in Fort William but who wished to live their family life at a greater distance from the Indians At that time too the sand bar which had been formed across the mouth of the Kaministiquia prevented all but the smaller vessels from landing and The Station lay directly in front of ships entering Thunder Bay Thus a small band of pioneers found homes and formed the nucleus of the present city

Wolseley's expedition was to be of importance to the little village In the first place it put it on the map More immediately important was the complete opening up of the Dawson Road as a highway for the troops This road connects Port Arthur with the Shebandowan Lake district forty six miles distant.

So much for the early land transportation The Fathers of Confederation were primarily responsible for its later development By 1885 the C P R was completed and it ran through Port Arthur In 1889 the Port Arthur Duluth and Western Railway was built It eventually became a part of the Canadian Northern system which in 1902 chose Port Arthur as its terminal point At that time it ran from Port Arthur westward but in 1913 the line was completed eastward thus connecting Port Arthur with old Ontario and the east About this time the third transcontinental railway the Grand Trunk Pacific was completed and Port Arthur found itself able to communicate with both east and west by means of three great systems

We now turn to the water route and to the history of the harbor The Royal Commission on Transportation reported thus of it "The harbors of Thunder Bay are of national importance in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor and should be laid out on a broad and comprehensive basis taking in all the water from Bare Point north of Port Arthur to the mouth of the Kaministiquia River up that river to lot 10 Concession 1 and including the Mission River to deep water in the bay This advice gives the necessary justification for my treatment of the two harbors as one

In 1823 a hydrographic survey had unfolded the harbor possibilities of Thunder Bay As Mr A L Russell D L S puts it The magnificent roadway for vessels existing in Thunder Bay is some thirty by fifteen miles in extent —is capable of accommodating in security the Navy which to-day 1915 ensures an ultimate victory for the freedom of the seas Previous to 1829 five vessels plying along the lake on business for the fur trading companies had made use of the harbors. In 1867-68 the first dock was built by the Thunder Bay Mining Company. It was 180 feet long and was situated one and a half miles east of Current River. Wolseley's expedition brought prominently into parliamentary view the convenience and safety of the harbor and also its lack of adequate docking facilities. A plan for a 600-foot government dock was then prepared and soundings taken. The following year, 1871, matters were brought to a head by the survey for the proposed C.P. Railway. Nepigon now entered the lists as a formidable rival for the terminal harbor on Lake Superior. The battle was keen, bitter, and not without interest from a political point of view. At one time Nepigon had apparently gained the coveted boon, but the contest finally saw Port Arthur victorious. Mention of this incident is not impertinent here, for on the result the future of the little town largely depended.

After the coming of the railway new docks and other improvements were necessary, and these were built to keep up with the ever increasing trade. In order to provide an inner harbor a breakwater was begun in 1883. As it was soon found inadequate for the large tonnage vessels of the following decades, extensive reconstruction and extension was undertaken. The breakwater extends from within 1,500 feet of the south city limit, to within 500 feet of the Kaministiqnia channel. This inner harbor has, by dredging, been given a uniform depth of twenty-six feet. The federal government alone has spent over $20,000,000 on the development of these harbors, which now have over thirty-six miles of deep water frontage. By utilizing all the harbor space of Thunder Bay 100 miles of such frontage could be developed.

To-day it is not uncommon for a freighter to leave with over 500,000 bushels of wheat in her hold. She may come into port, unload a cargo of nearly 15,000 tons of coal, and leave within seventy-two hours, carrying an equal weight of grain. Vessels of 14,000 tonnage may leave this port, almost in the centre of the southern strip of Canada, and over 2,000 miles from the straits of Belle Isle, bound for Liverpool, 3,835 miles distant. This would not be possible were it not for the excellent harbor facilities, and for the system of canals along the way. The Sault Ste. Marie Canal, the Welland, the Lachine, and other canals on the St. Lawrence have all contributed to Port Arthur's development. They have been deepened and otherwise improved from time to time to allow ocean going vessels to pass through them.

Other aids to Port Arthur's shipping trade are the Government lighthouses within Thunder Bay and all along the water highway, the storm-signal station, and the ice breakers, all of which play an important part in prolonging and rendering safe the season of navigation. In 1873 the steamer Erin took a 10,000-bushel shipment of wheat, the first from the port, from the fifth (?) dock built in Port Arthur. To-day the elevators of the two cities have a record of handling approximately 400,000,000 bushels in one season. The transportation facilities have kept pace with this increase of goods to be trans-shipped.

Such is the history of the city's harbor development. The question naturally arises, What made this necessary? The answer is threefold—the discovery of rich mineral deposits, the building of the Canadian Pacific Railway, and the active immigration policy of Sir Clifford Sifton, Minister of the Interior in the Laurier Government, which came into power in 1896. When it is borne in mind that the population of Manitoba increased 78 per cent in the decade 1901-1911, further that those of Alberta and Saskatchewan increased over 400 per cent, and that British Columbia's census returns also showed an increase of 119 per cent, the rapid development of Port Arthur, which in 1901 was a town of 3,214 inhabitants, and in 1911 a city of 11,220, is more readily understood.

In 1872 Port Arthur was incorporated as a village, its original site of 534 acres surveyed, and the lots sold at public auction. A few years later, when the "railway" was the centre of interest and expectation, Port Arthur's first boom, well remembered by many old timers, sprang into being. That the railway would choose this point for its district terminal was taken for granted, and property values jumped accordingly. But Fort William was finally chosen, although the railway continued for some time to carry on its package freight business from Port Arthur. When it wished to enlarge its sheds, a dispute arose between it and the city over the question of taxes. An incident in this dispute was the seizure of a C.P.R. train by the city, as a result of which the C.P.R. closed their station in Port Arthur. The threat of one of the company's officials that "he would make the grass grow in the streets" was almost fulfilled. Thus collapsed the first "boom," and thus began that rivalry which to some extent has hindered the higher development of the two cities. The question of municipal union has more than once been placed before the voters of these places, whose interests are so identical, but has been turned down each time by either one city or the other.

The withdrawal of the Canadian Pacific business was a crushing blow to the little town, as a comparison of the records of population shows. Growth was at a standstill from 1891 to 1901. But prosperous days were in store. The immigration policy of the Government was bearing fruit, and the one railway proved inadequate to handle either the incoming tide of settlers and their goods or the outgoing harvest of wheat. In 1902 the Canadian Northern Railway, which had been buying up short lines and uniting them in one great system, decided to make Port Arthur a terminal point and the construction of warehouses, docks, elevators, and all necessary facilities for handling freight and passenger traffic were begun immediately. The railway at first ran westward only, but the years 1911-13 saw its extension eastward as far as Toronto. By this time a third railway, the G.T.P., was running through the city, as even two transcontinental railways had been unable to handle the traffic between East and West. During these years of railway activity, extensive immigration, and bountiful wheat harvests, Port Arthur experienced her second "boom," and real estate once more soared. At this time, to quote a well informed resident, "the town was extended beyond the wildest hopes of the most sanguine, and utilities and roads constructed that will not be used for two generations." This period of speculation came to an end in 1914, and while the city is still suffering from the results in the form of a high rate of taxation, growth has been steady although slow. Another result of this abnormal time is that many of Port Arthur's citizens are landpoor at the present time. That is, they hold land on which taxes are high, and which cannot be disposed of until a new period of financial and industrial activity re-invigorates Canada, and particularly the West.

From the foregoing it will be readily seen that Port Arthur has owed much to the railways which enter her doors, and to the C.N.R. especially. The entrance of the latter changed her in one decade from a town of three thousand to a city of eleven thousand inhabitants, and made her one of the world's great ports of trans-shipment.

The question of railways and their transportation facilities naturally leads to elevators, and coal docks, and sheds. The first shed was built in Port Arthur in 1883, and in that year the first shipment of grain, unloaded in bags from the cars and conveyed to the vessel by wheelbarrows, left the harbor. The next year saw the building of the first elevator, with a capacity of 350,000 bushels. The crops of 1884, 1885, and particularly the great crop of 1887, made necessary increased accommodation

To-day there are at least twenty nine elevators in the two cities of which Port Arthur possesses its fair share. The largest elevator in the world, with a storage capacity of 9,500,000 bushels, is on its waterfront. These huge storage vaults furnish employment for a large percentage of Port Arthur's population.

The handling of coal, both bituminous and anthracite, is another important industry which depends on the C.N.R. The great ore and grain carriers, as return cargo and ballast, fill their holds with coal from the Lake Erie ports. This makes possible a low freight rate and therefore the profitable handling of coal. The company handles and stores but does not buy or sell coal for use in New Ontario and the West. The coal may be discharged directly into the railway cars or may be stored in the docks, which have a frontage of 600 feet and are capable of accommodating the largest boat on the lakes. They are fully equipped for rapid work and have an annual capacity of over 1,000,000 tons. The C.N.R. used about one-half of this amount for its own operating purposes, the remainder is for dealers. The company commenced to operate the coal docks in 1906, four years before the Northern Navigation Company's fleet began to sail from Port Arthur.

The freighters leaving the city's wharves carry ore as well as grain. Port Arthur lies in a region of great mineral wealth, most of which is undeveloped. A paper read by Thos. Macfarlane, Esq., in Montreal, in 1879, has this to say, apropos of a visit made to Thunder Bay in connection with the discovery of Silver Islet and the development of the infant mining industry: "With a country of rock mainly composed of grayish flags and red and white sandstone, and these lying in an almost horizontal position, the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remember, however, that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper, had originally been undervalued by geologists who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing preconceived ideas to interfere with the thoroughness of the search." This attitude was rewarded by the discovery of silver nuggets close to the water's edge, discovered while blasting out some of the galena. The view was found to be very rich, yet the Montreal Mining Company, who controlled the shares, were in favor of selling rather than working. However, it did operate for two years, the total value of the silver produced in that time being $23,115.35. The property was then sold to certain capitalists in New York and Detroit, who spent a good deal of money in developing the mine, a difficult and expensive procedure owing to the fact that much of the vein ley under water. In a little over a year the production of ore was valued at over $740,000. The total yield to date has been valued at about three millions. The history of this mine is very interesting, as the richest deposits were stumbled upon quite accidentally, and the veins seemed often to change in character. Its active existence is (humanly speaking) terminated, for the fierce storms of the winter of 1884-85 did their work, and all the galleries, shafts and passages of the mine are now filled with water. The subterranean recesses of Silver Islet probably have much silver buried in their depths, but the cost of pumping out the mine would be a costly preliminary to the resumption of operations, and it is not likely to be undertaken when other good mines are more easily available.

Practically all the silver mines of the district are largely controlled by U.S. capitalists who for reasons of their own, have delayed development. A great difficulty is that, as at Silver Islet, much of the ore is found in pockets, and the seams are difficult to follow. In 1891 five mines were in operation in the Thunder Bay district, all in the district south of the Kaministiquia.

To-day, in spite of the mineral wealth with which she is surrounded, one hears little in Port Arthur of mining operations, though the Atikokan Blast Furnace is a busy reminder of the iron wealth of the district. Yet the discovery of silver had much to do with the early growth of the town, and may be of great importance to her later development. In Port Arthur Holy Scripture prophecies are true even now for one may walk on amethysts. It is doubtless unnecessary to say that they are of little or no commercial value. Barytes, copper, tin, iron, gold, lead and zinc, molybdenum, nickel, iron pyrites and building stone, are all found in the district, as well as agates and other semi-precious stones. This rich region stretches from Shebandowan to Nepigon.

The latter region is famous not only for its scenery, its fishing and hunting, but more practically for its electrical development and its forests of pulpwood which provide Port Arthur with another important industry. The logs are cut and brought down the rivers in booms to the waters of the bay, where they are loaded on the freighters. The chief pulpwood forests of the district are in the Nepigon, Black Bay, Shebandowen and Dog Lake districts. The plants of the Shuniah Pulp and Paper Company, the Port Arthur Pulp and Paper Company, and the Pigeon River Saw Mills are dependent on this and the lumbering industries as is also that of the Provincial Paper Mills The fibre of the wood cut is recognized as the best of its kind for paper making Water free from all chemical impurities, unlimited and cheap electrical power and an abundant supply of raw material make the paper making industry of importance to Port Arthur Both it and the lumbering interests however have suffered from the exploitation and rivalry of companies who have no permanent interest in the district or in Canada and in recent years both industries have been disturbed by the uncertain outcome of pending legislation The question of timber limits is as important to the lumber companies as the question of bounties on iron is to the mining interests The settler however clears his own limit this necessary labor of clearing his farm providing him with a secondary industry which yields quick returns

One may suppose that the Lake Superior region is unsuited for agriculture but in many regions this is not the case To quote as early as 1857 H Y Hind in his report to the Government on the district lying between Lake Superior and the mountains stated that the land adjacent to the hills, Mackay and its range gave promise of great agricultural wealth This prophecy has been proved true McIntyre Township in which Port Arthur is situated is one of seven neighbouring sections which with Dorion Township nearer Nepigon has yielded and is yielding the farmer rich returns. The area of these townships alone is about one-sixth of that of England so it is apparent that the soil has done its part in making possible the development of Port Arthur and will contribute to its future whatever that may be Barley and oats, among the grains may be profitably grown Many varieties of vegetables and some of the hardier small fruits have also proved very successful as has also dairy farming The townships referred to with the exception of Dorion were opened up about 1890 at the time when the Beaver and Rabbit Mines were opened and exploited The same roads from the two towns served for the both purposes. Dorion to the east is a very fine country and many farmers have found it profitable to cultivate its soil

Port Arthur has two other industries which have not been mentioned yet the tourist industry and shipbuilding with which is combined the manufacture of marine engines and machinery The drydock gives employment to many of Port Arthur's citizens

To her natural beauty, her situation as a sort of outpost of the northern country of lake and forest where fish, deer and tourists and hunters camps abound, and to her unexcelled transportation facilities, Port Arthur owes her tourist trade. Here come many sufferers from hay fever, sure of relief in the dry cool sunny climate that is one of the greatest charms of this district whose beauties are legion. Nor is the city itself unappreciative of the finer things of life, as its churches, schools and hundreds of beautifully situated and cared-for homes can testify. Port Arthur and Fort William operate between them their own waterworks, electric railway and telephone systems. Electric power is furnished from Cameron Falls station, on the Nepigon, a plant which is capable of more than double its present development. Humanly speaking, there will never be any lack of electric power in Port Arthur. It is sold at a very reasonable rate, and is much used for domestic as well as industrial purposes. The street lighting is as good as that of Toronto, and indeed in the matter of beauty or of public utilities Port Arthur may well bear comparison with many larger cities. Three public parks are included in its acreage of about 10 000 and its schools are numbered with the best in Ontario. Every provision has been made for the physical, intellectual, social and religious welfare of its people, 50 per cent. of whom are of British birth. Russians come next with 10 per cent., the French with 5 per cent., the remainder being mostly Poles, Italians, Scandinavians and Germans, in the order given. With this large foreign population, it is well that Port Arthur's earliest settlers were British born.

The climate of Port Arthur, of which mention has been made, has also helped in determining her development, perhaps in delaying it, as the majority of Ontario people, at least, seem to think that it is extremely rigorous. It may surprise such to know that the writer has found the bathing most delightful at the summer resorts along the northern shore of Thunder Bay, at seasons when the waters of Lake Ontario were too cold for comfort or pleasure. Long bright warm summer days, with the blessing of cool nights, winters less severe than those of the prairie provinces, dry, invigorating air, and sufficient rainfall for agriculture, have with perfect drainage and the purest of water made Port Arthur one of the most healthful cities of the Dominion.

In summing up the development of this inland port, we must give first place to the situation. This, with the unexcelled highways by rail and water, which connect Port Arthur with

Eastern and Western Canada, the United States, and even Europe itself, gives her and her sister city a unique position. With natural resources ready at her call, a progressive population, delightful climate and magnificent natural surroundings, the third of the slogans with which this description began may well be justified!

To-morrow! The ocean port to an empire and its millions of population, one of the greatest industrial centres of the North American continent!

THUNDER BAY AND THE KAMINISTIQUIA HALF A CENTURY AGO

A Letter from Catherine Moodie Vickers to her Mother, Susanna Moodie

Toronto Sunday August 31st 1873

My Dearest Mother

We returned home after a most delightful trip on Wednesday night and I have been so busy settling the house that I could not write sooner I was so glad to get your letter before starting I asked Robert to write and tell you how they all were when we were gone but I have not seen him to see if he did so The Grey and Bruce road is just finished to Owen Sound and Robert is travelling almost all the time looking after the new agents I think that the moving about does him good. He is looking better than usual I also told him to tell you that directly the McIntyres have paid their autumn visit which will be sometime this coming month. we shall all be delighted to see you It seems a long time since we have seen each other Cherry has kept you amused this summer but of course now that the wedding is over she will be returning home to Ottawa I have never heard a word from Agnes since Cherry left Ottawa. Has she returned home and how are all the family? I have not heard from Cherry for a long time

Georgie kept house while I was away and everything went on very well Darling baby was quite well and all the others jolly Victor who went with us enjoyed himself very much and was not the least trouble

We had good company up with us—Lord and Lady Dunraven Dr Kingsley author of "South Sea Bubbles," Mrs Brown at the Sea Side" and other humorous books and Mrs. McEwan of Glasgow John had known Lord Dunraven as a boy Wyndham Quinn of Adair Abbey Limerick, next door neighbor and intimate friend of the Blood Smyth s, who have always corresponded with John[1] sent all the Limerick papers for so many years. Mr McEwan and he are partners of John s in several of the mining locations so they were all very glad to meet and talk over the business matters whilst I had great fun with the old Doctor, who is one of the most charming and entertaining of men past middle age somewhat above sixty but full of life and energy enjoyed everything he saw and heard He has been all over the world and as a Yankee Doctor said of him, a perfect Encyclopedia. Every one was afraid to talk to the author but myself, and when we sat down for a quiet talk all the people gathered around to listen. This amused little Lady Dunraven very much. She is a dear, quiet, affectionate little creature, no nonsense about her, and being stared at and pointed out as a curiosity annoyed her very much. Victor called her *Mrs* Dunraven. One day she called him "Victor, have you seen my husband anywhere?" "Which one, the fellow with the spectacles?" "Yes, the fellow with the spectacles is my husband. Ask him to come here." Back comes Victor, "I told the fellow with the spectacles, but he is talking to a lot of other fellows, and will come to you presently." Vic raised his hat like "the other fellows" and went off after having his red cheeks patted and admired. Lady Dunraven has three little girls—no boy yet. She is very frail and the old Doctor takes great care of her. Dr Kingsley reminded me very much of Uncle Traill, but he smokes instead of snuffs. He knows Aunt Agnes but has not seen her for some years. They left us at Silver Islet and gave us a most pressing invitation to visit them at Adair should we ever go to Limerick. Lady Dunraven will certainly call to see me if she comes back by way of Toronto.

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[1] Her husband, John J Vickers.

We had rather foggy, dull weather on our way up to Lake Superior and after passing Thunder Cape (which is over twelve hundred feet high) and getting into Thunder Bay, we had a thunderstorm which for grandeur I never expect to see surpassed—the vivid flashes of lightning lighting up the mountains on each side of us and showing the black waves with their white caps around us on every side, then from all sides of us ribbons of fire ran up the sky in all shapes, more like rockets and fire works, whilst the thunder leaped from mountain to mountain in a continued roar, like nothing I ever heard before, and followed by a low growl. The lightning I suppose is attracted by the mineral deposits all around Thunder Bay. Certainly the whole locality is well named. If I were an artist I would choose Thunder Bay in a storm as the grandest representation of the end of the world. I could not help fancying when I looked over the side of the vessel that I would see old Charon launch his boat from the foot of Thunder Cape. Thunder Bay would be a magnificent Styx. How I wished that you could have seen that storm. The Captain who went with me to the extreme bow of the vessel, fearing I think that I would tumble over in my anxiety to see all the storm, said that so many people were afraid of thunder and lightning that he thought that he was the only person that admired lightning but he had seldom seen it so fine as that night and was so glad to see someone else who liked to watch a storm The morning was soft and misty when the little tug came to take us up the river to the Fort and everything so calm and lovely that it seemed impossible that such a storm had raged the night before We found the McIntyres all well and Fanny and her tiny baby there to meet us—such a lovely little creature with such wise blue eyes. Fanny looks younger now than when she was at school

We enjoyed two days seeing our friends at the Fort and dear John was so well—the change did him so much good—that he was anxious I should go to see some of his lots so Mr McIntyre suggested that as he had a picked crew of Indians waiting for the Governor of the Hudson's Bay Company, tents canoe etc that I should take them and go up to see the Kakabeka Falls, thirty-three miles above Fort William the Niagara of the North So on Thursday morning at 8·00 George McIntyre and myself took our seats in the middle of one of the grand bark canoes with our blankets under us for we should have one night under canvas pillows at our backs and waterproof sheets over us and our effects—John's big picnic basket with provisions for eight—George and myself John McKellar and Willie Russell and our four brave and tried Indians the most skilful managers of a canoe in the country armed with paddles and the iron tipped poles the main stay of our frail bark when we should reach the rapids For the first ten miles from Fort William to Point de Meuron, where steamboat navigation ceases the river is wide and calm the morning we started like a mirror The men paddled the ten miles without a halt Just as we came in sight of the point where Mr McIntyre has a cottage, the rain which had been threatening, came down in torrents and we remained a couple of hours took our dinner and as the Indians said it would not rain all day we started from there at 2·00 p m The rain continued falling at intervals all the afternoon but the wild beauty of the river made me forget it Three miles above Point de Meuron at the entrance to Slate River where John has a large amount of land, the scenery is beautiful beyond description, on our left Slate River dashing down through the mountains of slate among the beautiful little islands in the Kaministiquia, McKay's mountain behind us the roaring rapids in front of us, and a beautiful natural meadow on our right with tall elm trees like a plantation the dense forest rising behind The greenness of this part of the country is something wonderful One of the little islands opposite Slate

River we could compare to nothing but a salad bowl of fresh lettuce, the green was so vivid. After passing these islands the business of poling the canoe began. Our guide, the old Indian in the bow, stood up and with a careful eye scanned the foaming rapids, then with a few growls and waves of his hand gave the directions to the men after asking anxiously of Georgie if the lady would be afraid. They dislike cowards in a canoe. She assured them that I would not be nervous and when he had gone up the first rapid and I behaved myself they testified their approval by nods and grunts and I rewarded them by glasses of whiskey, tin cups I should say. Never did men require or deserve refreshment more. The fatigue is immense propelling a canoe, so heavily laden, by main strength up those roaring rapids with short stretches of paddling. The rapids continue for twenty miles, each one more beautiful than the last and more dangerous to ascend. Mr. McIntyre told the men to take me as much as possible in the canoe if I were not afraid, so at all the worst passages the guide and steersman remained in the canoe with Georgie and me, the gentlemen and the other Indians walking, the Indians carrying the baggage. The drawing of the canoe between rocks and waves is the most exciting thing I ever witnessed. Once in a while you feel the poles slip and the canoe is carried many yards down stream, then a sudden dart across the river to some little islet for safety whilst our boatmen wiped their streaming faces and recovered breath, then a fresh tug with the wild stream. I can hardly believe it now it is over that I was so calm and enjoyed the combat with those waters,—only that thin bark between me and instant death, for no one could stand a moment or even swim across those rapids, as we saw by the efforts made by a noble black Eskimo dog belonging to one of our men who had to run along the shore for miles to safe swimming places—such a noble brute, who called to his master from the high banks, first on one side, then the other, sometimes behind us, then far ahead.

At 7:00 p.m. we came to the camping ground, just seven miles below the falls. It was just dark and it seemed a strange place to sleep, the grass and trees wet as possible but the men soon tramped down the grass, lighted a fire, and pulled wet boughs for our beds, spread the waterproofs, made the beds and pitched the tents, whilst George and I laid the tablecloth beside the fire and prepared the meal. Water was soon boiled in the tea kettle, the tea made and the Indians' pork fried and cake baked. At half past eight we shut up our tent and changed our clothing for dressing gowns and slippers and after praying in the wilderness for the dear ones at home settled ourselves to sleep The crackling of the fire kept me awake some time the roaring of the rapids then the snoring of the gentlemen in the next tent but at last all nature was still and we slept soundly until called at 7·00 a m

Oh but the waking was cold! The quick early breakfast did not warm us but a bright glorious sunrise did Such a morning on such a lovely river the dew and rain drops sparkling on the trees and grass the wild convolvulus and wild hops festooning the trees and gay flowers I never saw before the red rocks in the river looking like hogs and whales The rapids become more rapid the land higher on each side and by the great roar we knew that we were not far from one of nature's greatest wonders The sun shines brighter and every minute great patches of white foam pass us The beauty of that morning repaid us for the fatigue of the long journey our damp clothes and cramped feet to say nothing of fly bites which we knew were on our faces, hands and bleeding necks but who could wear a veil or other protection in such a scene

At 8·00 a m., after severe work, our men land us safely at the portage about a mile below the falls which are hidden by high rocks They spread our tents and bedding to dry and insist upon our taking a proper breakfast George and I help with the table but are too impatient to see the falls to eat. George had been twice there before but was as anxious as myself After breakfast we leave two men to clear up wash our bedding etc No living creature there but flies and fishes With the canoe light we once more go into the rapids and a few vigorous efforts of our guide and steersman puts us past the projecting rocks. I shall never forget my feelings. There before us was the most glorious sight mortal eye could see Gilded and burnished by the morning sun the great current of water came rushing down nearly two hundred feet the whole breadth of the river no island or stone to break the outline—one pure torrent of snow white foam not clear or crystalline but like a continuous mass of cream As it reaches the rapids below it breaks over the rocks which, from the quantity of iron in the neighborhood are bright red. The water in a glass is the color of brandy or sherry wine so you may imagine what it is when the sun shines on those stones There is a little island formed originally no doubt by the gravel and stones carried down by the river but now covered by a few birches dogwood and young cherry trees moss and wild vines just a little footing I may say and here we landed so we could look our fill As we walked we were in the loveliest rainbow—the stones, the trees, everything gloriously colored with it. Such a fairy island, such shabby folks all gilded by that rainbow—it seemed magic. We were wet then with the spray but never thought of it. Looking from the island the falls were directly in front of us, a high cliff of iron and slate on our right hand with giant trees which seemed in the clouds; on our left a steep mountain or rather two, one above the other covered with moss so green that eye could hardly look at it, the lower hill quite round on top without trees or shrubs, the upper one thickly wooded with cedar and tamarack from which hung long grey moss—grey bearded trees with lovely moss all over the rocks; behind us the roaring rapids. I wish I could paint the picture for you with your fat old daughter all ragged and rumpled, looking at it with the tears streaming down her cheeks, our Indians leaning on their poles silent and still. Do they feel as we feel about such things?

We stayed an hour, then returned to the camp and climbed the mountain from the back and walked along the edge of the highest mountain, looking down into the shining abyss. When there, by careful climbing, we find deep natural steps in the slate rock and we go down about half the height of the falls and look up and down and into their beauties, again drenched with spray and the waters of the actual falls washing our feet. After the poor human vanity of scratching our names on the rocks, we climb back to the summit of the mountain and gather mosses and that lovely flower which seems to grow wild only in sight of rushing water, the columbine, so fragile and lovely. We stumble our way down over broken trees and rocks, slippery mosses, and millions of pigeon berries, blue berries and raspberries where there are neither humans nor birds to gather them; back once more to camp, our shoes worn out, our faces one mass of blood, our clothes in rags and tatters, but happy and satisfied and actually hungry. At 2·00 p.m. we leave our camp and turn our looks upon a scene which I do not think it likely I shall ever see in the flesh again, but to be remembered and thought of so long as I have the heart to admire God's wonderful works.

I shall be satisfied for my children to see them and think that I actually had courage and strength to climb those rocks and worship at nature's shrine before it and they were marred by the hand of man—no taverns or curiosity shops or railways, no steam whistle to bring one down to everyday life.

Our journey down the rapids was quick, exciting work. Four hours brought us back to the first mark of civilization—in Canada, the sawlog. Two hours' steady paddling and we see the sun set on old McKay's red sides reflected in the still river. The mountain looks like Windsor Castle illuminated. We now meet canoes and boats and see the lights in the little log houses at the Catholic Mission and 8.30 p.m., Friday, August 22nd, land safely at the Fort. Good Mrs. McIntyre and Victor are at the wharf to meet us, dear Papa getting very uneasy as it is so late. We eat a good tea, take off our old clothes, go to sleep and are all right next day, excepting the horrid fly bites which are not well yet. Saturday we see our friends and pack up. Sunday we say farewell, and to-night just a week from then.

I have scribbled all this just for your amusement and have not told one-half. When you come up I will tell all the rest. The children are never tired hearing my adventures and consider me a great traveller.

I brought home some trophies in the way of stones, moss, etc.

I must stop now. It has struck 12·00 and all are in bed asleep. I fear you will not be able to read this scrawl. Give my love to Aunt Cherry, Katie and all friends, and believe me as ever your loving daughter

KATIE VICKERS

A SHORT HISTORY OF LAKE NAVIGATION

By C. H. Keep (in the Marine Review)

The commerce of Lake Superior was developed long after that on the lower lakes had become firmly established. It is better, therefore, to give a short account of its growth in a separate paragraph. For the following account the writer is indebted to Mr. J. T. Whiting, General Agent, Western Transit Company, Detroit. Mr. Whiting's acquaintance with the Lake Superior trade goes back to the beginning and has continued to the present day (1892). There is no one better qualified to speak of its every detail from personal observation. Mr. Whiting's history is given in his own words in so far as his personal connection with early navigation is concerned.

From record and tradition (from both of which is borrowed more or less in preparing that portion of this article relating to incidents prior to 1842) it appears that Lake Superior was navigated from about 1800 by vessels of the Hudson Bay and American Fur Companies.

A vessel named the Recovery, owned by the British Northwest Co., was one of those so employed. In the War of 1812 the parties owning the Recovery were fearful that she might be captured by U.S. forces, and history, well known to the older inhabitants of Lake Superior, tells us that she was placed in one of the deep narrow bays on the northwest end of Isle Royale, known as McCargo's Cove, which was then under the control of the British Government. Her spars were taken out, and her hull entirely covered over with branches of trees and brush wood. On the advent of peace she was brought from her hiding place, refitted and put into commission again, run over the rapids at Sault Ste. Marie, and placed in the lumber trade on Lake Erie, under the command of Captain John Fellows of Fort Erie. She was about 150 tons burden, and brigantine rigged.

Another vessel named the Mink was also on Lake Superior before the war. She was also subsequently brought down over the rapids and employed in a general business during the balance of her life. About 1834 the American Fur Company decided to build what was then termed a large vessel for the navigation of Lake Superior. When built and completed under the direction of Messrs. Ramsay Crooks and Oliver Newberry, she was placed under the command of Capt. Charles C. Stanard, who in years after became well known and very popular commander of steamers in the Buffalo, Detroit and Chicago trade. This vessel was named the John Jacob Astor, and was the first U. S. vessel launched upon Lake Superior. Her timbers and planks were gotten out at Black River, Ohio, in the fall of that year (1834) and were shipped to Sault Ste. Marie, and from there hauled (carted) across the portage to the head of the rapids, where her keel was laid and the vessel launched about the 1st of August, 1835. It was while Captain Stanard was in command of this vessel that he discovered the well-known rock, afterwards named Stanard's Rock, situated in Keweenaw Bay, on which the U. S. Government has since built a first class lighthouse. Captain Stanard remained master of the Astor till 1842, after which Capt. J. B. Angus, a well known navigator of the lake, became master and remained in charge until she was wrecked at Copper Harbor sometime in September, 1844, while landing a cargo of material to be used in building Fort Wilkins.

The American Fur Company built two vessels in the years 1837 and 1838, one of which, owing to faulty construction, was never launched, while the other is supposed to have been put into commission, but her name, as well as her history, has been lost.

The schooner William Brewster, of about seventy tons, was launched in August, 1838, and in that fall, fearing she could not be kept profitably employed, she was run over the Sault Rapids and afterward engaged in the general business of the lakes. The timbers of the Brewster, like those of the Astor, were gotten out in Ohio, carried to Sault Ste. Marie, carted across to the head of the rapids where they were set up, and the vessel finished.

In the spring of 1846, the steamer Benjamin Franklin was put upon the route, where she continued to run until 1850, when she was wrecked at Thunder Bay, Lake Huron. These were followed at intervals as the exigencies of the trade required, by the steamers Northerner, London, Tecumseh, Albany, Illinois, E. K. Collins, North Star, and the propellers Goliath and Peninsular, as well as the two small steamers the Gore and Plowboy, which were put on the Canadian route between Owen Sound and the Sault. These were, as a rule, all light-draught vessels, and had comparatively little difficulty in navigating St. Mary's River, as it was then the greatest obstacle on that part, known as Lake George, where the channel then ran in close proximity to the Canadian shore, and in which about two miles from the western end of the lake a bar existed that at times caused serious trouble—so much so, that the American Fur Company, after the building of the brig Ramsay Crooks, in the absence of tugs or other steam assistance was forced to build a crib or pier on either side of the bar for the purpose of heaving the vessel over it and at times lightening her again transferring the freight by small boats or scows to the vessel after getting her over the bar into deep water This same pier being kept in repair was used more or less for the same purpose by other vessels until the deepening of a more direct channel through Lake George by the U S Government after the opening of the Sault Canal in 1855 With the view of showing the extent of the transposition of freights baggage mining companies supplies between Lake Huron the Sault River and Lake Superior it may be well here to say that the late Sheldon McKnight of Detroit, holding an official commission from the government as connected with the permits for the exploration of the copper mines of Lake Superior and residing at the Soo during 1844-45 did all the transferring across the portage thereat by means of one old grey horse and a cart

In the spring of 1846, the volume of business seemed to justify Mr McKnight in building a warehouse and dock below the Rapids, to better facilitate the hauling of luggage and freights. During 1846 47 this was done by the firm of L W Tinker & Co. of which he was himself a member The volume of freight had so increased in the meantime that they were obliged to add to the old gray horse and cart two double teams.

In the spring of 1848 the firm of L W Tinker and Co having dissolved Mr McKnight employed Mr T J T Whiting then of Detroit to take charge of the business Mr Whiting found himself again obliged to increase the teaming facilities by adding thereto two more two-horse wagons and the necessary horses

In 1850 the business had increased to such an extent that additional facilities for carrying freights in either direction across the portage induced Mr McKnight to procure a charter for the formation of the Chippewa Portage Co under which a light tram road was built running across the portage operated by horses and connecting the warehouses and docks at either end thereof which, with sundry changes in the location of the tram, in consequence of the building of the canal continued to use most of the time by day and night through the season of navigation until the completion of the canal in 1855 By the tramway, under favorable circumstances the company could move from 300 to 400 tons of freight, including mass copper every twenty-four hours. About 1851 the firm of Spaulding and Bacon general merchants at Sault Ste Marie with a view to accom modating business brought them by the steamer Northerner running from Cleveland and connecting with the propeller Manhattan on Lake Superior these two boats being owned by S W and A A Turner of Cleveland placed teams on the route across the portage but after some two years abandoned the same and all such freights as well as those carried by the steamer E K Collins on the Lake Huron route and the side-wheel steamer Sam Ward on Lake Superior, were diverted into the hands of the Chippewa Portage Company and there remained until the opening of the canal

In the meantime the iron district of Lake Superior having become somewhat developed and the production of copper having increased so rapidly as to force all interests to agitate the question of greatly enlarging facilities for meeting the necessities of a promised largely increasing traffic on Lake Superior a preliminary survey for an estimate of the building of the St Mary's fall ship canal was undertaken In this enterprise the Hon O D Conger took an active part though we think that the late John Burt of Michigan was director of the survey The reports thereof induced the U.S government to donate to the State of Michigan 750 000 acres of public lands stipulating however that the canal should not be less than 100 feet wide and twelve feet deep with two locks not less than 250 feet long and fifty feet wide Mr Charles T Harvey having his attention called to the matter instigated though with much opposition from the government that the size of the locks be increased to 350 feet in length and seventy in width with a lift of eighteen feet These preliminary arrangements having been completed Mr Harvey was appointed general agent and on June 4 1853 the first sod was broken and the work commenced and it was completed on the 18th of June 1855 The steamer Illinois, commanded by Capt. Jack Wilson was the first to pass through and was followed the same evening by the Baltimore under Capt John Reed bound down for Buffalo Just here it might be right to say that Mr Sheldon McKnight and the Chippewa Portage Company prior to the completion of the canal had placed the following named propellers and side-wheelers on the route between Buffalo Cleveland Detroit Sault Ste Marie and the various ports on Lake Superior namely the Monticello, Baltimore, Peninsular Ben Franklin London Albany and Illinois the Monticello, Baltimore and Peninsular having been hauled across the portage as business required

In bringing this review of the early days of shipping on Lake Superior to a close it may be proper to call attention to the fact that the early navigators of Lake Superior among whom we find the names of Capts Stanard John MacKay Bendry Smithwick, Wood Brown John Stewert Reed Jack Wilson Lamphier Clark Averill Angus, Reymond Rider, Caulding Spaulding Easterbrook Sherman Ripley, as pioneer masters, are entitled to credit for great skill in successfully navigating its unknown waters, unaided by any reliable charts, lighthouse or other governmental aids to navigation It may be truthfully said that they built better than they knew for they in connection with the early explorers and the successful investors and seekers after wealth on the shores of Lake Superior first gave birth to the thought that this Lake might be made part of one of the great highways between the Atlantic and Pacific oceans They traversed unknown and unexplored waters with the success that was worthy of the enterprise energy watchfulness, skill manifested in their vocation for, as we now recall, there was but one fatal casualty occurring among them from the opening of navigation on Lake Superior in 1844 to the opening of the canal in 1855 This was the loss of the schooner Merchant commanded by Capt Brown sailing from Sault Ste Marie for Copper Harbor and other points in the season of 1847 Neither she nor any of her crew or passengers were ever heard of again As a matter of historical reference, it may be said that the first lighthouses on Lake Superior were built as follows at Whitefish Point, in 1847, Copper Harbor 1848 Eagle Harbor 1850, Ontonagon in 1852 and Marquette in 1853, while the first surveys of the south shore of Lake Superior within the limits of the U S were not commenced until the year 1855 and charts thereof were not issued until some years later —(In the Fort William Times-Journal Oct 29 1892)

THE FIRST TELEGRAMS FROM AND TO THUNDER BAY

WITH INTRODUCTORY NOTE BY NEIL McDOUGALL

December 16 1914

The enclosed copies of the first through telegrams between Thunder Bay and Winnipeg may be of interest to the Historical Society. The originals are in my possession. In August 1877, we constructed the first portion of the line from P. A. Landing to the old Fort and the first messages exchanged were from and between the late Governor John McIntyre, and the late S. J. Dawson, M. P. The line was built under Oliver Davidson & Co., contractors, by John W. Sefton from Rat Portage to Winnipeg and from Rat Portage east by Neil McDougall. I was Superintendent for five years. Our head office was in the celebrated old "Neebing," West Fort. The office in P. A. was in charge of Ald. W. P. Cooke, who is still occupying the same stand on Arthur Street to-day. Ten word messages to Ontario cost $2.00, at times replies were slow but we could generally beat the dog team mails.

NEIL McDOUGALL.

CANADIAN PACIFIC TELEGRAPHS

THUNDER BAY BRANCH.

All messages are received by this company for transmission subject to the terms and conditions printed on Form No. 2 which terms have been agreed to by the sender of the following messages, etc.

P. J. BROWN,
Manager

NEIL McDOUGALL,
Superintendent

PRINCE ARTHUR'S LANDING, ONT.
August 28th, 1878

TO THE MAYOR OF THE CITY OF WINNIPEG

The inhabitants of the Thunder Bay District send greeting and congratulations to the people of the City of Winnipeg upon the completion of the Canadian Pacific Telegraph from the waters of Lake Superior to the Prairie Province, and they trust ere long the iron horse shall awaken the stillness of the now primeval forest and establish your better acquaintance with Thunder Bay, the future outlet for the New Empire of the North West.

THOMAS MARKS,
Reeve

[Same heading as in the preceding telegram]

WINNIPEG Aug 29th 1878

TO THOMAS MARKS REEVE
Prince Arthur's Landing

We are one with you in sentiment on the happy event of telegraphic connection between Thunder Bay and Winnipeg We earnestly trust that your anticipations as to closer intercourse by means of the iron horse will be realized and that soon your Port will be filled with crafts, ready to secure the golden produce of our prairies. Pray with us that our rulers may reacquire the wisdom to see the necessity of completing this great work without further delay

THOMAS SCOTT
Mayor

LAKE SUPERIOR ITS DISCOVERY AND HISTORY

By Capt J W Hall

The first ever known of Lake Superior by whites was in 1641 when Charles Raymbault and Isaac Jogues Jesuit missionaries, visited the Ste Marie River and were informed that beyond the foaming rapids was a lake called by them Kitchi gami (Big Lake) They were followed in 1660 by Rene Mesnard also a Jesuit missionary who reached Point Keewenaw and while crossing the portage wandered into the woods from his companions and was never heard of afterward

The existence of copper in that region was known as early as 1666 when Father Claude Allouez discovered pieces of pure copper weighing from ten to twenty pounds In 1669 La Hontan visited the lake and discovered the copper mines as he records in his travels. In 1721 P de Charlevoix passed through the lake on his way to New Mexico and mentions the copper mines in his Journals. It was again visited by Captain Carver in 1766 who in his book of travels published an account of the copper found on its shores. The mines were worked as early as 1771 by a company composed of H R H The Duke of Gloucester Secretary Townsend Sir Samuel Tuckett Bart Mr Baxter Consul of the Emperor of Russia and Mr Cruikshank in England and Sir William Johnson Mr Bostwick and Mr Henry in America. An air furnace was erected by this company at Point aux Pins Their mining operations were confined to the south shore of the lake to the Ontonogan River. The object in forming this company was not for the purpose of obtaining copper but for the silver ore it might contain During the winter of 1771 72 they penetrated into the hill forty feet in a vein of native copper which held out that distance. In the spring when the thaw came the clay on which they had relied for its stiffness and neglected to prop up, caved in when the enterprise was abandoned. Traces of these early operations are distinctly visible at this late day in the vicinity of the great copper rock weighing nearly two tons which was removed by Julius Eldred of Detroit in 1845 and taken to the Navy Yard in Washington The commerce of Lake Superior if such it might be called, had its commencement in 1812 when a vessel of some forty tons, called the Fur Trader was built on that lake for the North West Fur Company which was afterward run over the Sault Rapids and sustained such injuries as to render her useless. She was the first craft that ever hazarded the attempt. A vessel was built by the same company at the close of the war of 1812. She was secreted under the Island of Caribou, covered with bush, where she lay sunk for several years. She was run over the Sault Rapids and during her descent both masts went by the board. Soon after her arrival on the lower lakes, she was sold to Capt. James Fellows of Fort Erie, Ontario, and Augustus Merwin of Cleveland, and named the Recovery, and for several years was employed in the lumber trade on Lake Erie, rigged as a brigantine, but finally went to decay at Waterloo, opposite Black Rock. She was 150 tons burden. A voyage was made to the Sault in the brig Wellington in 1817, commanded by Capt. Alexander McIntosh, and piloted by Capt. John Hackett. She took in tow a small steamer of 30 tons burden by the name of the Axmouth, and on her arrival there was hauled over the portage on the Canadian side and relaunched in Lake Superior and delivered over to the North West Fur Co., and was the first vessel hauled over the portage.

The second vessel that came over the Sault Rapids was the Mink, which took place in 1817. She suffered considerable damage, but was repaired and put into service on the lower lakes. She was a British craft, but was subsequently sold to U. S. owners and survived for many years afterward. In 1842 a vessel called the William Brewster was also run down the Sault Rapids, performing the hazardous attempt in safety. Her frames were got out in Euclid, Ohio, in 1838, shipped on board a vessel to the Sault, when she put together and launched in Lake Superior in August of that year, and was sailed by Capt. John Wood.

The above were the only feats of running boats down the Sault Rapids up to the opening of the ship canal in 1855. From 1815 to 1822 Lake Superior was navigated by only one small schooner. It is recorded, however, that as early as 1806 the North West Fur Company owned two or three schooners that navigated these waters, the Mink, above mentioned, being of that number, which finally sank and went to decay in the River Rouge below Detroit.

The American Fur Company caused to be built the Astor, the timbers of which were got out at Black River, Ohio, in the fall of 1834, and were shipped to the Sault in the spring following by Oliver Newberry, where she was put together. She was finished in August and sailed for La Porte in command of Capt. C. C. Stanard, who continued master of her until 1842, when his brother, Capt. B. A. Stanard took charge of her. She was

wrecked at Copper Harbor in 1844, where for several years afterward portions of her remains were visible.

In 1837 the Fur Company built two other vessels, of some twenty tons each. One of them, however, was never launched. The other, the Madeline, was sailed by Capt. Angus and was employed in the fish trade. In 1847 there was employed on Lake Superior two steamers and nine schooners, as follows: Str. Julia Palmer, Propeller Independence, Schooners Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trade, Siskawit, and White Fish. The Merchant was lost in June of that year with all on board, being temporarily in command of Capt. Robert Brown, of the Swallow, with several passengers on board.—(In the Port Arthur Sentinel, April 29, 1885, copied from the Cleveland Marine Record.)

THE RED RIVER EXPEDITION OF 1870.

From the Thunder Bay Sentinel of Sept. 21 1882

Now that the last trace of the work—the old stockade, nothing in itself of more importance than a landmark of the expeditionary force which landed here twelve years ago—has been removed from our shores now that all the indications of civilized advancement are assuming such practical and decided shape in these once wild regions and now that time has rendered the particulars of the events that established our beautiful town on the queen of fresh waters effete to all but a favored few of our townspeople, we think the occasion a good one to reprint the history of that time as associated with the Red River expedition which passed through here under General Lindsay There is so much genuine information and interesting matter in the report issued by Mr S J Dawson the year following the expedition that it is with reluctance that we feel compelled to curtail it Nevertheless to all who give it their attention, much will be found to repay them and as we are in possession of about the only remaining copy of the report the reproduction of it in our columns will be worth saving for reference. The report commences

Early in the winter of last year, 1869-70 I received instructions from the Government to provide vessels of a class adapted to the navigation of waters in the unfrequented region intervening between Lake Superior and the Red River Settlement. A military force had to be sent through on the opening of navigation and it was a matter of vital importance that the vessels should be of such a character to meet the exigencies of such a service

The route for a distance of two hundred miles had never been traversed by any vessel larger or stronger than a bark canoe and the chief officers of the H B C, who were supposed to be well acquainted with the country had declared it to be impracticable to their boats Among those who gave expression to this opinion was the late Sir George Simpson, Governor of the company, than whom no one could pretend to have greater experience in navigating the inland waters of British North America.

That distinguished gentleman in a written communication to the Government which was subsequently published had expressed his belief that the route was practicable to only bark canoes, and that these as everyone acquainted with such vessels must accede were not adapted to the transportation of troops

So general was this opinion as to the character of the route, by Lake Superior, and so firmly fixed had it become, that the Imperial Government sent troops by way of Hudson's Bay to Fort Garry once in 1846 when a wing of the 60th Foot was led up from that icy sea by Col Crofton, and again in 1857 when several companies of the Canadian Rifles were sent out

Having traversed the route by Lake Superior frequently I was able to explain to the Government that the reports as to its impracticability were exaggerated that it had been for many years the highway for the North West Fur Company and that, after the mountainous country on the borders of Lake Superior was passed that there would be no difficulty whatever in sending forward a force of considerable numbers by means of boats.

The suggestions which I had the honor to submit in this regard having been approved of the services of the principal boat builders throughout Canada were speedily called into requisition Early in January the first contracts were given out and the work of boat building went on without interruption until the opening of navigation. At the same time a number of flat scows were ordered for use in shallow rapids, and every article of outfit that could possibly be required whether in the way of rigging for the boats tools for repairing them or outfit for the voyageurs was provided in ample quantities.

I was further directed in January 1870 to increase the force on the Thunder Bay road in as far as the season and the nature of the locality would permit, so as to have the larger bridges completed and other necessary preparations made before the opening of navigation In order the better to insure these instructions being carried out an active and experienced officer Mr Lindsay Russell was despatched by way of Superior City, from which place he had to walk two hundred miles on snow shoes to Thunder Bay A copy of his instructions is attached and I may here remark that he executed them with energy and skill

It was at this time apprehended that the insurgents at Red River might endeavor to tamper with the Salteaux Indians, a tribe which occupies the country about Fort Frances and the Lake of the Woods, in formidable numbers and in order to establish and keep friendly relations with these Indians, by direction of the Government I sent instructions to a trusty agent at Fort William to proceed to Fort Frances where he had long resided and to enter into communication with the leading men of the tribe. A copy of these instructions is hereto annexed.

Before the navigation opened it became necessary to secure the services of a number of skilled voyageurs to manage and navigate the boats, and agents were accordingly despatched to the various localities throughout the country where the desired men were to be found.

Furthermore in hiring men for Public Works in view of the probability of the necessity arising of their being required as voyageurs, such only were engaged as had some experience in the navigation of inland waters of the country, or in driving logs in rapid rivers. The total number of men thus engaged either as workmen or as voyageurs was eight hundred and it was kept at that number throughout the season.

Having been in communication with the military authorities at various times during the month of April I was most careful to inform them as to the condition of the Thunder Bay road and the character of the country generally through which the expedition would have to pass. They were furnished with maps showing the length respectively of the portages and navigable sections and in order that there might be no misapprehension as to the state of the road I submitted to them a memorandum of which the following is a copy:—

Ottawa, Apr. 25 1870.—When the work of road making was brought to a close last fall a section of twenty-five miles reckoning from Thunder Bay was practicable to wagons with only one interruption at Kaministiquia which was then unbridged, and continuing on the line an additional section of ten miles was cut in such a way as to be practicable for oxen with sleds or cars.

The two large rivers the Kaministiquia and the Metawin which cross the line were bridged last winter and bridges are also built over the more considerable of the smaller streams, so that practically the work of bridging may be considered completed.

It may be added that portage roads were laid out and opened so far as such work could be done in winter between Shebandowan and Lac des Milles Lacs.

At the same time instructions were sent to the officers in charge to set all the available force to work on the road as soon as the snow should have cleared off as to admit of operations thereon being resumed so that about eighty men are by this time engaged on the unfinished sections of the line.

An additional force of 120 men will be sent to their aid by the first steamer, and a week later a further number of about twenty will go up.

The voyageurs who go up in charge of the first shipment of boats should, immediately on their arrival in Thunder Bay, be sent to open and improve the portages between Shebandowan and Rainy Lake, and for this purpose they can be supplied with canoes at Fort William and outfit from the Government stores at the works.

Stables will be required at Thunder Bay, at the half way house and at Shebandowan, together with tents or huts for the accommodation of the teamsters. Intermediate between the half way station and Thunder Bay on the one side, and between the first named place and Shebandowan Lake on the other, there should be camps as resting places for the horses and men. These camps would only require one or two men to be stationed at each, to take care of the hay and the oats, and have victuals in readiness for the teamsters as they passed.

Both at Thunder Bay and the half-way station of the Kaministiquia it would be necessary to have a blacksmith with shoeing apparatus and a supply of horse shoes.

The wagon service would require in all:—Teamsters, 73; men at camps, 4; overseers, 3; blacksmiths, 2; clerk or time-keepers, 1.

Boats and supplies over Thunder Bay Road.—Operations in this regard may at once be commenced by organizing the wagon service and sending boats, provisions, oats, hay, etc., forward to the Matawin crossing, twenty five miles from Thunder Bay. At this point a small space should be cleared to guard against fires, and a few huts erected to serve as store houses.

Boat Service.—In providing for this, three voyageurs should be sufficient for each boat, that is, with the aid of the soldiers in rowing and transporting the articles over the portages. With this arrangement it would be necessary that in running rapids the crew of two boats should be put into one, running first one and then the other. The voyageurs may not all be equally expert and perhaps four to each boat might in some cases be necessary. It is reasonable to believe, however, that after a little practice, many of the soldiers will become almost as skilful as the voyageurs themselves in managing a boat, and they will have an opportunity of gaining experience before any of the difficult places are reached. In case of necessity an additional force may be supplied from among the men on the works, most of whom have had more or less experience as boatmen Each brigade of boats would require an overseer voyageur for the maintenance of discipline among the crews, calling them to time in the morning etc There should also be a clerk or two attached to the force to keep accounts of the voyageurs and the time When a greater part of the boats and a considerable amount of supplies have reached Shebandowan oxen and horses should be placed on the Kashabowie Height of Land Baril Brule and French Portage as follows:—

On Kashabowie one horse and two yoke of oxen
Height of Land two yoke of oxen and two horses
Baril two yoke of oxen
Brule two yoke of oxen
French Portage two yoke of oxen two span of horses

It would at first be hardly possible to supply the provender for horses and oxen at any point beyond the French Portage Assuming that on reaching Fort Frances the force will require one hundred boats there will remain forty besides scows with which to send forward supplies from the terminus of the Thunder Bay Road at Shebandowan Lake to Fort Frances.

These may be distributed on the different sections as follows:—

	Boats	Scows
Shebandowan Lake	4	
Kashabowie Lake	2	
Summit Pond		1
Lac des Mille Lacs.	3	
Baril Lake	2	
Windegoestigoon Lake	4	
Kaogassikok Lake	3	
Pond Deux Rivieres Portage		1
Sturgeon Lake	4	
River between Sturgeon Lake and Island Portage		4
Nequaquon Lake	3	
Between Nequaquon Lake and Nemeukan Lakes on south channel	4	
Nemeukan Lake	2	
Rainy Lake	5	
Total	36	6
Reserve	4	
	40	

By distributing the boats to be employed in the transport of supplies in relays as above, much labor in portaging will be avoided, and fewer men required to man them, in as much as the crews of different sections can join together when necessary. To man the boats in the lake region when distributed this way, 130 men with three competent overseers would be sufficient. Of these thirty men should be stationed on the rough section between Sturgeon Lake and Island Portage.

Three boat carpenters should accompany the force with tools and materials to make necessary repairs.

Provision has already been made by the Government for the construction of the above-mentioned huts and stables, and sawed lumber has been ordered for these to be built at Thunder Bay.

S. J. DAWSON.

Fully appreciating the difficulties to be encountered on a road of forty five miles in length, of which a section of twenty five only was represented as being practicable to wagons, and an additional section of ten miles, which oxen with carts could pass over, His Excellency the Lieut. Governor, commanding the Forces, determined on sending forward the regular troops to help in opening and improving the roads, before the stores could pass over it, and the Colonel in the immediate command of the Expeditionary Force, also well aware that much work was needed on the roads, before the stores could pass over it, recommended certain companies of the troops to be sent forward to aid in the construction.

It had been suggested to the military authorities, that the troops might pass by land from the Lake of the Woods to Fort Garry, but in order that they might be in a position to judge for themselves, as to whether it would be better to go by that route, or by way of the Winnipeg, I sent them a memorandum of which the following is a copy:—

MEMORANDUM—LAKE OF THE WOODS TO FORT GARRY. Ottawa, 18th April.—Accompanying this memorandum is a rough plan of the Winnipeg River, made from Track Survey, together with a table of distances, showing the length of the portages and the navigable sections respectively, between Rat Portage, at the outlet of the Lake of the Woods, and Lake Winnipeg. From the Lake of the Woods to Fort Garry are two routes, the one by water, being that just referred to, and the other by land from the "Northwest Angle." Having regard to the passage of a large number of men with outfits and supplies, the following facts are submitted, with a view of supplying information on which an opinion can be based, as to which it would be most advantageous to adopt.

WATER ROUTE.—By this route, the distance from Rat Portage and Fort Alexander, at the entrance to Lake Winnipeg, is in round numbers 149 miles. In this distance the number of portages is twenty five, and their aggregate length, as ascertained by actual measurement, is three miles and six chains. The Winnipeg River presents no serious difficulties to the largest canoe, and it has long been navigated by the H. B. C. boats. In the navigable sections, the depth is sufficient for large boats, and there are but few heavy rapids to be run, and these short. In several instances the entrances to the carrying places are close to the brow of the falls, and in such cases the boats should be brought in with caution, one by one. As a general rule with practised guides and skilful boatmen, the Winnipeg may be considered a safe river, or if an exception exists, it is at the seven portages, which have always to be passed with great care. As canoemen, the Indians who frequent the river cannot be excelled, and as boatmen many of them have had great experience. The Winnipeg River in its general character may be considered as a series of lakes separated by short rapids, and water falls.

LAND ROUTE. The country lying between the Lake of the Woods and the Red River is swampy and low, and except on the route adopted as a line of road, quite impracticable; at least it has never yet been passed over in summer, except by a few wandering hunters. Even the Indians traverse it but rarely, and the half breeds of Red River never attempt it except in winter.

The distance between the northwest angle of the Lake of the Woods, and Fort Garry, by the line adopted for a road, is ninety miles, sixty miles being through a wooded country, and thirty over open prairie.

Starting from the Northwest Angle and proceeding westward there is first a section of thirty miles quite in a state of nature, and as yet unopened. This section abounds in swamps and marshes, but is nevertheless capable of being opened. Then follows a stretch of thirty miles of line through a wooded region, still very wet, but not as bad as the former section. In this section the road runs for many miles along a narrow gravelly ridge, with impassable swamps stretching out to the horizon on either side. The forest country ends at Oak Point Settlement, and from there on the distance to Fort Garry, which is thirty miles, is over the open prairie. It should be mentioned that on

the Red River, approaching Fort Garry from the east, there is no bridge. The channel is 400 feet in width and the water deep. At present all vehicles have to be ferried across.

TWO ROUTES COMPARED. The obstacles to the navigation of the Winnipeg may be briefly summed up as presenting three miles and six chains of land carriage in twenty five different sections, the longest of which is five-eighths of a mile. On the other hand the land route presents thirty miles of road to be opened, ninety miles of a march and a broad unbridged river to be crossed just at the end of the journey. On the land route moreover, even after the thirty miles of road were opened, it is probable that there would be difficulty in providing the means of transport, added to which it would be in the power of the insurgents, if so disposed, to offer serious opposition on the march more especially on the narrow gravelly ridge as described with the marshes on either hand.

By the water route the expedition would carry with it its own means of locomotion for crossing rivers. It would be quite out of their power for the insurgents to offer opposition at any place nearer than Fort Alexander, and even there they could not do so unless they should be able to provide themselves with boats at the Red River Settlement. Neither Lake Winnipeg nor the Winnipeg River can be approached by land from the direction of Fort Garry, on account of the impracticable character of the country which abounds in swamps and bogs.

By the water route there would be stiff work on the portages, but it would not last long at a time, and there would be relief on the open and breezy lakes intervening between them.

In the one case the men would reach Fort Garry fatigued with the heavy march and hard work in road making, and on the other they would be fresh and rested.

S. J. DAWSON

It would be tedious to enumerate all the details of the preliminary arrangements made to facilitate the passage of the Expeditionary Forces through a wilderness which afforded nothing in itself. Suffice to say, that as the result proved, there was scarcely an article which could in any way be useful that was omitted, nor a mechanic whose services were likely to be called into requisition left behind. Among the civilians sent forward were boat builders with their tools, blacksmiths with their forges, and carpenters with the implements of their trade. Wagons for the road transport were provided by Colonel Wily of the Militia Department, and by him also were purchased the

supplies of flour, pork and other provisions for the expedition. It is due to that careful and energetic officer to say that the supplies were of excellent quality and put in packages of size and weight best adapted for handling.

In order to establish and keep up regular communication with the expedition, the Government chartered two steamers, the Chicora and Algoma, as mail boats, both well fitted up and adapted for the conveyance of passengers and stores. These steamers were to be paid at a fixed rate and were to sail regularly between Collingwood and Thunder Bay, leaving the former place alternately at intervals of five days throughout the season of navigation.

Advance of the Expedition to Thunder Bay, Lake Superior. The Algoma set out on her first trip on May 3, and by her, voyageurs and workmen to the number of 140 were sent forward to Thunder Bay. An agent was at the same time dispatched to Sault Ste. Marie to organize a force to improve the portage road on the British side and to provide means of embarkation at the head of the rapids.

The Chicora left Collingwood on May 7 freighted with men, boats, store supplies and outfit. By this steamer 120 additional men, workmen and voyageurs, were sent forward.

On reaching Sault Ste. Marie, however, the canal, which is on the United States side, was found to be shut against Canadian vessels, and they had in consequence to discharge her cargo at the foot of the rapids on the British side. The voyageurs and workmen immediately joined the force which had been organized, according to the instructions sent by the Algoma, to construct the portage road, and by the united exertions of the two parties it was quickly put into good order. At the same time a small wharf was run out at the head of the rapids, to facilitate embarkation, and a small scow, which had been brought from Collingwood in fitted pieces, was put together to serve the purpose of conveying troops and supplies from the wharf, where the water was shallow, to the vessels, which came to anchor in the river some distance from shore.

In the meantime the boats were sent rapidly forward; those which were built in Quebec and Toronto were sent by rail to Collingwood and from there shipped by the regular steamers, while a propeller with two schooners in tow, freighted with boats and stores, were passing up by the Welland Canal.

The steamer Algoma, which as stated had left Collingwood on May 3, made the trip without interruption to Thunder

Bay, but on returning, according to an arrangement made with her captain, she did not repass the canal, but remained at the head of the rapids. Thus, although the canal was shut, the precautions taken ensured a line of communication, the Algoma being available for transport on Lake Superior, and the Chicora on Lake Huron, with an intervening portage of three miles on the British side at Sault Ste. Marie. The canal being for the time closed to British ships, the Chicora on her next trip took forward a detachment of volunteers to Sault Ste. Marie, and as well a quantity of military stores, and returning was again ready to start on May 21. By this trip there went forward several companies of the regular troops and a number of voyageurs and workmen. On arriving at Sault Ste. Marie it was found that word had come through from the United States authorities to allow Canadian boats through having no troops or military stores on board. In this state of the matter the troops having been disembarked on the British side marched over the Portage Road, while the Chicora passed through the canal. The propellers and schooners already referred to had been waiting below the locks and they also were permitted through. The troops were soon brought on board at the head of the rapids and the Chicora proceeded on her way to Thunder Bay where she arrived on May 25.

I may here remark that no action on the part of the Government could have provided for the arrival of the troops at any earlier date. When the Algoma set out from Collingwood, on May 3, it was not even known if she could get through the ice fields, which generally remain above Sault Ste. Marie until a later date than that at which she would be there, and when the Chicora left on the 7th, it was well understood, there was at least a probability of her finding the river shut. In view of such a contingency, the men had been set to work on the Portage Road on the British side, so that if delay occurred it would be due to no omission on the part of those who acted for the Canadian Government.

The route being once fairly opened, voyageurs, together with troops, military stores and boats, continued to arrive from time to time, but though the Sault Ste. Marie Canal was free to boats with ordinary freight, it was still shut to troops and military stores, and it proved to be a very tedious process to get the large amount of articles landed at that place in the first instance, over the portage. It was toward the end of June, the 27th, before the last of the military stores arrived and a large proportion of the horses and wagons did not arrive at Thunder Bay until that time.

I would invite particular attention to this fact, inasmuch as the state of the Thunder Bay road has been made to answer for the delay which occurred when, up to the date I have stated, there was a deficiency in the means of transport even for that portion of the road which was admitted to be in good order.

This deficiency in the means of transport on the Thunder Bay road might have been remedied as I shall further show by bringing additional numbers of horses and wagons from Collingwood. In the meantime I might remark that no avoidable delay occurred in getting the stores over the portage at the Sault. The work at that place was in charge of a most able and energetic officer, Colonel Boulton, and I had placed a strong force of voyageurs at his disposal. When I passed Sault Ste. Marie on May 23, Colonel Boulton took occasion to speak in the highest terms of the aid which he had received from the voyageurs and from Mr. Graham, the officer immediately over them. The regard was mutual, and I have much pleasure in saying that Colonel Boulton's kind and considerate bearing to the voyageurs and all with whom he came in contact made him a general favorite with the civilian portion of the Red River Expeditionary Force.

Lake Superior to Shebandowan Lake. The condition of the road when the first detachment of troops reached Thunder Bay on May 25 was quite as good as it had been represented to be or anticipated. The larger bridges embracing the two formidable structures over the Kaministiquia and the Mattawin Rivers had been completed. A temporary bridge had been thrown over the Sunshine Brook, and material was in readiness for a similar structure over the Oskondage, a small stream to which the further limit of the road had reached, the distance practicable to horses and wagons reckoning from Thunder Bay being twenty-eight miles, and thence a track over which oxen with carts or wagons could pass had been roughly opened as far as Oskondage, which latter point is thirty-seven miles distant from Prince Arthur's Landing.

The officer commanding the field force, accompanied by Mr. Lindsay Russell, rode over the line to a distance of several miles beyond the Mattawin Bridge soon after his arrival, and expressed himself to the effect that it was as good as he had expected to find it, and quite equal to what the country roads in Canada usually are.

At this time the voyageurs and other laborers, who had been sent forward by the Algoma, were at work on the unfinished sections, and several companies of troops were soon sent to

repair such places as had received damage from the condition and character of the route between Prince Arthur's Landing and Shebandowan Lake at which latter point it was finally to embark in boats. The distance between these lakes is forty five miles by land but for three miles downward from Shebandowan Lake to a point now called Ward's Landing the Mattawin River though presenting a series of shallow rapids is navigable to flat scows or lightly loaded boats. Ward's Landing was therefore the point to be attained with the road as from thence to Shebandowan Lake materials and supplies could be conveyed in scows which had been provided for the purpose.

In order to better understand the measures adopted for the progress of the expedition it is necessary to have clearly in view the precise distance between Prince Arthur's Landing Thunder Bay and Ward's Landing is forty-one miles and seventy chains of which a section of twenty-eight miles was practicable for horses and wagons on the arrival of the first detachment of the troops. But for the sake of lucidity in description let the road be considered as ending at a place called the Mattawin Bridge twenty five miles from Thunder Bay at what is the point to which the wagons in the first instance actually came. This wagon road was succeeded by a stretch of twelve miles roughly opened to the Oskondage and this again by a further section of four miles and seventy chains ending at Ward's Landing. This latter was being cleared on our arrival. There were thus three sections of road more or less advanced viz twenty five miles of wagon road followed by twelve miles of what is known in such cases as oxen road and four miles and seventy chains of road under process of being opened in all forty-one miles and seventy chains.

From Thunder Bay to the Mattawin Bridge it is, as stated twenty five miles by road. Between the mouth of the Kaministiquia and said point it is forty-five miles by river presenting in this distance twelve miles of quiet water and thirty three miles of shallow rapids with falls occurring at intervals. The channel of the river except in the short navigable sections, is exceedingly rough paved in some instances with boulders of all dimensions and shapes, and in others with sharp schists set on edge. There is little or no danger to men ascending these rapids, but every risk to boats. To drag them up is a mere matter of brute force but to save bottoms and keep from being torn to shreds requires great care and the greatest care cannot prevent them from being seriously damaged. Although the risk to life is small the labor of dragging boats over the rocks and stones.

which afford but an insecure footing, is excessive and otherwise disheartening to the men

From the Mattawin Bridge to the Oskondage the distance by the road as already shown is twelve miles by the river it is twenty two miles. From the Mattawin Bridge upwards for a distance of about two miles to a point called Young's Landing the river is navigable proceeding upwards from that point a series of rapids is encountered perhaps the most difficult that boats were ever forced over These continue for eight miles, and on this section none but experienced voyageurs can attempt to pass with boats. The last rapids referred to end at a point called Brown's Lane or Cruldron's Landing and from thence to the Oskondage upwards to Ward's Landing four miles and seventy chains boats and all material were conveyed by wagon The total distance from Thunder Bay to Oskondage by land, was thirty-seven miles by the river between the same points was nearly seventy miles These descriptions, though tedious are necessary to the full understanding of the measures adopted for sending forward boats and men

In the memorandum submitted by me to the military authorities I had pointed out the fact that boats and supplies could at once be sent forward as far as the Mattawin Bridge, and while this was being done it was my intention to have set all the available force of workmen and voyageurs to improve and open the unfinished sections of the line beyond that place and I may here remark that this was beyond any question as events proved the proper course to have adopted It would have saved a waste of outlay and have enabled the expedition to reach Shebandowan earlier than it did A few days after the arrival of the first detachment of troops the experiment of sending the boats forward by wagon was tried and it succeeded admirably The wagons were arranged by means of long reaches, that is, poles of sufficient length to admit of the forward and after wheels being put as much as eighteen feet apart the boats were placed bottom upwards on the wagons the gunwales resting on blocks fitted to receive and support them and in this way twenty-eight boats were sent forward to the Mattawin Bridge the horses making the return trip in three days, and in one instance two days Here then was proof positive that boats could easily be sent forward by wagon But the means of transport were at this time limited and instead of increasing them, as might easily have been done the boats were ordered to the river by the Commandant of the Field Force. The distance as already shown from Thunder Bay to the Mattawin Bridge is by land, twenty five miles, and by water, forty five miles. The road was practicable, and the river for a distance of thirty three miles presented a series of stony rapids, with frequent portages on rough and rocky ground. In order to ascertain how the boats would stand the strain to which they must of necessity be exposed in such circumstances, four flat scows and two strong carvel boats were sent up, manned by eighteen of the most experienced of the voyageurs, and a company of soldiers. After seven days of the most unceasing toil they had only reached the Kaministiquia Bridge; it was one continuous pull in flat and rocky rapids. On arriving at the latter place the boats, strong as they were, were found to have been sadly torn and scraped in the rapids, and had to be immediately placed in the hands of the builders for repairs. The scows having been built specially with a view to such work were, of course, little damaged.

While the boats were being dragged thus tediously over the rough rocks of the Kaministiquia and Mattawin Rivers, operations were going forward on the road. The wagons, at first very limited in number, were gradually coming forward, and stores were accumulating at the Mattawin and Oskondage. Except on two occasions after two days of heavy rains, as far as the Mattawin Bridge, the road was kept in good condition. From there to the Oskondage it was in bad state, no doubt, but never so utterly bad that a yoke of oxen could not take a wagon with eight to twelve hundred weight over it, and horses with wagons as well as oxen passed frequently to that point.

The principal part of the workmen who remained at my disposal, over and above the numbers engaged in the channels of the rivers, were placed at convenient intervals along the route west of the Mattawin Bridge. Several companies of the regular troops were stationed in the first instance at various places requiring repairs east of that place and were afterward removed to Brown's Lane, and the section west of the Oskondage. It must not be supposed, however, that we had the whole army at work on the roads. On the contrary, the main body of the military force remained at Thunder Bay until after General Lindsay's visit, when they were moved forward to Mattawin.

The experiences they had had on the fortifications at Quebec rendered them quite expert at the use of the implements required, more especially in grading, and their officers did what lay in their power to urge the work along.

It would give me pleasure to single out the names of those who were the longest associated with me in so arduous an undertaking, but where all distinguished themselves and worked with

equal earnestness it might appear invidious. There are young men in Canada who would have derived a salutary lesson from witnessing the exertions of both the officers and the men. Young gentlemen some of them heirs to broad acres and titles did not disdain to lay their shoulders to the charred logs nor think it unbecoming to like their work. If with such aid in that part of the work to which the soldiers were more particularly accustomed I had had the hundreds of voyageurs absent on the rivers as I had anticipated they would be at my disposal to send with their axes along the western sections of the road the road would quickly have been opened and boats and supplies might have passed by wagon to Shebandowan.

The rains which prevailed through the greater part of June proved to be a serious drawback to operations generally. The section of the road more especially between the Mattawin Bridge and the Oskondage running as it does through a region of red clay became badly cut up and a great deal of corduroy became necessary—still the work went on with but little interruption until the occurrence of the great and I believe unprecedented flood of June 30 which fairly stopped the passage of wagons for nearly two days, a culvert near the Kaministiquia was displaced and a small temporary bridge which had been run over the Sunshine Brook was seriously damaged while a simple temporary structure on the Oskondage had a narrow escape. These damages were quickly repaired and the work went on as usual.

At this time June 30 when the roads were at their very worst, and boats broken and leaky were accumulating at Young's Landing or being hauled from thence to the Oskondage, we had a visit from the Lieutenant General commanding the forces. This highly distinguished officer went forward as far as Shebandowan Lake. The prospect was anything but encouraging worse in fact than it had been up to that time and I feared as I heard it whispered some days previously that the expedition was to be abandoned. Far otherwise was the result. His Excellency saw and judged of everything for himself. In two days from the date of his visit the Headquarters of the Field Force were moved forward to the Mattawin Bridge. New energy seemed infused everywhere additional companies of troops were sent to work on the roads, and among these the volunteers from whom up to this time no aid had been received, except in making a few repairs in the vicinity of Thunder Bay. Bad as the roads were wagons and artillery found their way over them and stores began to accumulate at Ward's Landing

Shebandowan Lake was at last within reach and though the pelting rains came down at intervals the weather had on the whole improved. Ward's Landing is about three miles from Shebandowan Lake and the river in this distance presents a series of shallow but not difficult rapids so that the stores were easily sent forward in flat scows run partly by voyageurs and partly by soldiers. To facilitate the loading of boats and embarkation of troops at Shebandowan Lake a small wharf had been run out at a sandy bay close to its outlet. At this place stores were rapidly collected, and the boats after their severe bruising in the Kaministiquia put in order for the long journey to the West, by boat builders who had been brought forward for the purpose.

Before proceeding further I might call attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on the preceding page it will be seen that it was proposed in the first instance, to man every boat with three voyageurs besides soldiers so with each brigade of five boats there might be fifteen practiced men for running the rapids. It was found necessary however that although the boats would carry quite as much dead weight as had been anticipated they had barely sufficient stowage capacity for the numerous articles that had to be put into them. I therefore recommended the commanding officer of the field force to make the number of boats in each brigade six instead of five. This was agreed to, and it was furthermore arranged thet the number of voyageurs accompanying each brigade would be twelve besides a pilot making thirteen in all.

SHEBANDOWAN LAKE TO FORT GARRY. At sunset on the evening of July 16 the Colonel commanding the 60th Rifles Colonel Fielden set out from McNeill's Landing Shebandowan Lake with a fleet of seventeen boats, and by 10 a.m. on the following morning was at Kashaboiwe Portage.

This being the first detachment of the force which had been dispatched I accompanied it for a short distance in order to ascertain how the arrangements which had been made would meet the test of actual work on the portages. If I had had any apprehension on this head it was quickly removed for no sooner had Colonel Fielden landed them with his officers, men and voyageurs he set immediately to work to get the stores and artillery across. I had placed a force of voyageurs on this portage a few days previously to lay it with skids. Taking some of these voyageurs with me I proceeded to the Height of Land

Portage in order to make some necessary arrangements for getting the boats up a little brook which connects Kashabowie Lake with the summit pond and having effected this I returned on the following morning to Kashabowie Portage In the meantime Colonel Fielden had made such good progress that all his stores and most of his boats were across and in an hour or two he would set out for the Height of Land Portage and be over it on the evening of the next day

These two portages, the Kashabowie and Height of Land are the longest on the route being respectively three-quarters of a mile and a mile in length equal to the one fourth part of the aggregate length of the portage between Shebandowan Lake and Winnipeg If therefore Colonel Fielden could in two or three days get over a fourth part of the entire distance to be accomplished on land it was easy to calculate at least to a few days the time at which the force would reach the Red River Settlement for the route is remarkable in so far as that between the portages there are no impediments to speak of or difficult rapids to be encountered With such a vigorous and active leader as Colonel Fielden in advance there could be now no doubt that the expedition was a success

As I was proceeding back to McNeill's Landing I met a messenger with the following note which will at least serve to show how difficult it was for me to absent myself for a moment from the scene of the principal operations at this time.

McNeill's Bay Shebandowan Lake

Dear Mr Dawson

I have been obliged to start off Captain Buller's brigade without either voyageurs or guides the former were ready with the exception of their cooking utensils which had not turned up Of the latter Mr Graham knew nothing I inquired of Mr Hamil and he told me there were no Mission Indians here. I have to look to you for both voyageurs and guides This is only the second day of the operation and yet neither are ready I have ordered Captain Buller to halt on the first portage until I can send him both guides and voyageurs Please send me word what I am to do The carts are all here also waiting for your men to take them on to the portages.

Yours very truly

C J Wolesley

I had been hardly two days absent and here were things already in a mess. I at once furnished the brigade with a guide from the crew I had with me, and soon afterwards met the voyageurs in a boat hurrying after them, so that they had not to halt on the first portage. The men excused themselves by saying that as it was Sunday they did not know that they had been expected. I however took measures to prevent any ground for such complaint arising in the future.

At this time the voyageurs were by hundreds within easy reach of Shebandowan Lake, engaged in dragging boats to the Oskondage or in scows carrying stores from Ward's Landing to McNeill's Landing, and had only to get warning to be in readiness at once. But I had extreme difficulty in getting guides, the Indians, as already shown, having had enough of the Kaministique. There could, however, be no difficulty in reaching the Height of Land Portage with the aid of a map, and at the latter place I had met some Indians who had engaged to pilot the brigade to Lac des Mille Lacs, as soon afterwards a few of the Fort Indians rejoined us. But even among the Indians there were few really well acquainted with the route. It had been long abandoned as a line of traffic, so with the exception of such as had gone on voyages to Fort Frances, and the number was limited, it was known only to a few wandering families of hunters, and fortunately these came to our aid when we needed them.

On returning to the camp at Shebandowan Lake, I found Col. McNeill, V.C., most actively engaged in organizing the force, arranging stores and sending off boats. I had stationed at this point Mr. Graham, who displayed great energy in arranging the boat outfit, getting the boats repaired, and organizing and telling off the voyageurs for the different brigades.

Rapid progress was now being made. Col. Fielden in advance was leading the way to the Interior, and Col. McNeill, who showed a most extraordinary faculty for making order out of chaos, was sending off brigades as fast as stores and outfits arrived from Ward's Landing.

At this time wagons were coming through from Thunder Bay to Ward's Landing. The voyageurs were most on the river between Young's Landing and Oskondage, but were bringing the boats forward rapidly, and a few additional Indians came up from the Mission to act as guides.

Matters being in this favorable condition, I went again forward with a light canoe, and overtook Col. Fielden on the evening of July 26 at Deux Rivieres Portage; most of his stores and boats were already over, and in eight days more

he would be at Fort Frances. He had crossed the following portages:—

Kashaboiwe		60 Chains
Height of Land	1 mile	
Barril Portage		16 "
Brule Portage		20 "
French Portage		25 "
Pine Portage		30 "
Deux Rivieres		32 "
Total	3 miles	23 Chains

Col. Fielden, with the advance, was now fairly over the most difficult section of the route. In nine days he had gone one hundred miles and crossed seven portages, the aggregate length of which was considerably over a third part of the total and carriage to be encountered, and the route more open and frequented. In order that this gallant officer's merits may be better understood, it is but fair to explain that when he set out from Shebandowan Lake, the most skilful of the voyageurs were still engaged with the boats in the channel of the Mattawin. I had therefore to supply him with voyageurs who, although strong and accustomed to roughing it in the woods, driving logs and so forth, were nevertheless not considered equal to many of the others in the management of the boats. But they were excellent axemen, and on them fell the work of opening the long abandoned portages between Lac des Mille Lacs and Sturgeon Lake, for the necessity of keeping so many men on the river, combined with the defection of the Indians, had prevented me from sending voyageurs very far in advance to improve the portages. I had however sent an additional number with Col. Fielden, over and above those required for his boats, to aid in this work, and on reaching Deux Rivieres I sent forward a crew of picked voyageurs to man the rapids on the Maligne, the next after Deux Rivieres Portage, and at these rapids they remained until all the boats were run past.

Having made this arrangement, I again left Col. Fielden with the satisfaction of knowing that the Expedition was being virtually led by an officer fully equal to the task.

On 29th of July I was again at Shebandowan Lake, and there was now further work to be provided for, as will be seen from the following correspondence:—

CAMP WARD'S LANDING, July 19, 1870.

SIR,—Referring to a conversation I had with you some days ago at the Mattawin Camp when I told you that the boats would not hold as much as I had been led to expect, I have the honor to inform you that I have acted on the suggestion then made by you of sending an extra boat with each brigade, with everyone embarked in it.

I shall have twenty-one brigades as far as Fort Frances, and 30 from there to Fort Garry. Up to the former place I shall therefore require 126 boats, and from thence on only 120.

As by this arrangement I shall make use of 252 voyageurs, I have to request you to kindly inform me whether you can send forward the supplies noted in the margin to Fort Frances after the last detachment of troops have embarked at Shebandowan Lake by means of the boats and voyageurs left behind and also the date that I may depend upon having them at that post. I have to add that the sooner they can be sent there the better, as it is important that I should have this reserve close behind me when I enter the Province of Manitoba.

C. J. WOLESLEY.

WARD'S LANDING, July 20, 1870.

SIR,—I have the honor to acknowledge the receipt of your letter of the 19th inst., and in reply beg leave to say that, with the boats and voyageurs to be left at my disposal, I can send forward the supplies you mention from this place to Fort Frances by the 15th of Sept. next. The following will be required for rations for the voyageurs while engaged in this service: 150 half barrels of pork, 150 half barrels flour, 40 bags peas or beans, 7 chests tea. The boats now remaining at Thunder Bay will of course be brought forward to this place by the military transport. I would also require the use of six yoke of oxen for transport on the portages, with a quantity of hay, oats or ox food, proportioned to the time they should be so used.

S. J. DAWSON.

COL. WOLESLEY, Comm. Red River Field Force.

I may here remark that instead of 252 men, the Expedition was accompanied by 315 voyageurs, besides 185 engaged with reserve stores. The arrangement above detailed having been agreed to, as soon as the last brigade of boats with soldiers had left McNeill's Landing, the reserve stores began to be sent forward from Thunder Bay. A number of boats which had been left at that place were also brought up by wagon, and it now became evident to all that much time would have been gained and labor saved in the first instance by keeping the whole voyageur force on the road, making it at once practicable to wagons, getting a sufficient number of these from Collingwood, and bringing forward boats and stores to Ward's Landing. To show how easily this might have been done, I might call attention to the fact that at two o'clock on the afternoon of the 2nd of August, seven boats placed on wagons were sent off from Thunder Bay, and at sunset on the following evening were at Ward's Landing. How different was this from dragging them over rocks and stones in the bottom of a shallow stream. There was not a boat brought by the river that cost less than $300 for transport, making on a hundred so conveyed, $30,000, while on fifty three brought by wagon, the cost did not exceed $20 or $25 each; and then, how very different was the condition of the boats, in the one case fresh and sound as when they came from the hands of the builder, in the other, torn and broken, with many row locks, oars, and rudders lost or smashed and requiring repairs—in some cases very extensive ones—before they could be used.

The military having all left, the arrangements were quickly made for the forwarding of the reserve supplies. At this work, a small steam launch, which was prepared at Toronto, did good work. It was first used on Shebandowan Lake, but as the supplies were moved on, it was taken to Lac des Mille Lacs, and it saved the work of at least twenty men. With three full loaded boats to tow, it made fair speed and was only on one or two occasions wind bound for a short time. I may dismiss this subject by saying that by means of the voyageurs left behind the stores were taken to Fort Frances in good time. The first reaching that place on September 3rd, and the last on the 17th, besides some that were left, by order of the military, at Deux Rivieres Portage, to meet the troops as they returned from Red River.

While the military are on their way to Red River, and the reserve stores following, a brief description of the line of the route as regards its general features may not be out of place.

Between the terminus of the Thunder Bay Road on Shebandowan Lake, and Lake Winnipeg, by the route followed by the Expedition is in round numbers 488 miles. In this distance are three sections differing materially in general character

The first, known as the lake region, commences at the end of the Thunder Bay Road, and ends at Fort Frances. The distance between these points by the route followed by the Expedition which went round by Loon Lake to avoid the rapids at Sturgeon River, is 208 miles, and by the more direct route usually travelled, 190 miles. This section presents a continuous series of lakes, separated by short portages, except in one instance, where there is a stretch of eleven miles of river, sometimes called the Maligne. It was to the rapids in this stretch that I had sent a picked crew of voyageurs to be in attendance when the boats were passing, and run them down. In all other places the work to be done consisted merely in carrying baggage and supplies and hauling boats from one quiet sheet of water to another. The aggregate length of the portages between Shebandowan Lake and Fort Frances is precisely three miles and seventy-six chains; the two first are the longest, namely, Kashaboiwe and Height of Land Portages, and these are respectively, three-quarter mile and one mile in length. The other portages are very short, only three exceeding a quarter of a mile and none extending to half a mile. There, then, is the labor the voyageurs and soldiers had to encounter in getting to Fort Frances, that is to say, they had to get their boats, ammunition, and sixty days' rations, the latter gradually getting less, over three miles and seventy-six chains of land, and row or sail through some two or three hundred miles of water, where countless islands render the shelter so perfect that the highest winds could not stop them, while the breeze would often fill their sails and relieve them from the toil of the oar. The weight of the boats varied somewhat, those of the Clinker construction being from 650 pounds to 750 pounds, and the carvel from 850 to 950 pounds. With each brigade of six boats were from sixty-five to seventy-five strong men, voyageurs and soldiers. Ten men were quite equal to drawing a boat across a portage, but the crews joined together and hauled them across with great ease. The baggage and stores gave the most irksome work to the inexperienced soldiers, but it did not last long at a time, and after the toil involved in getting across a portage, they were soon again afloat and winding their way among labyrinths of islands. Sometimes mistakes occurred on the lakes, more especially when the sails were hoisted.

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THE THUNDER BAY HISTORICAL SOCIETY

Sixteenth and Seventeenth Annual Reports

PAPERS OF 1924-25, 1925-26

THE THUNDER BAY HISTORICAL SOCIETY

Sixteenth and Seventeenth Annual Reports

ORGANIZED 1908

PAPERS OF 1924-25, 1925-26

The United Press

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THE THUNDER BAY HISTORICAL SOCIETY

16th and 17th Annual Reports

Organized in 1908

Officers 1924-25

Honorary Presidents

Right Honorable Sir George E Foster
Mr Peter McKellar, F R G S

Honorary Patron and Patroness

Mr and Mrs N M W J McKenzie

President — —	Mr John King
Vice President — — —	Mrs Peter McKellar
Secretary Treasurer — —	Miss M J L Black

Executive Committee

Mesdames Graham and Sherk, Miss Robin,
Mr C W Jarvis, Captain McCannell

Auditors

Mrs C W Jarvis and Miss Pamphylon

SECRETARY-TREASURER'S REPORT.

To the Chairman and members of the Thunder Bay Historical Society.

I beg to present the following report for the year 1924-25:

We have a paid up membership of 17, all of whom attend our meetings regularly. This year our work has been somewhat disorganized owing to the fact that we did not know how we were going to be able to finance our publications. However, in spite of that, we have gathered some valuable material as this booklet will show. Papers have been given as follows:

"The Buffalo Song," supplied by Mr. Peter McKellar.

Incident in the History of the Canadian Pacific Railway, by Mr. McKellar.

Place Names in the Vicinity of Fort William, by Miss M. J. L. Black.

Fort William Streets, by Miss M. J. L. Black.

Legend of the Sleeping Giant, by W. W. Moore (copied from an old newspaper).

Early History of the Public Library, by Miss M. J. L. Black.

The Dawson Route to the Northwest (copied from the Thunder Bay Sentinel, 1875).

Port Arthur: Its Industrial Development, by Miss Helen E. Carthy.

Owing to the fact that we received no government grant last year, our books are at present showing a balance on the wrong side. However, we hope to have a tea in the fall, and clean up our little indebtedness.

All of which is respectfully submitted.

M. J. L. Black,
Sec.-Treas.

Receipts

Oct 1st 1924, balance in bank	$78 30
Fees:	
Capt McCannell	1 00
Mr and Mrs Jarvis	1 50
Mr and Mrs John King	1 50
Mr and Mrs McKenzie, 3 years	4 50
Miss Robin	1 00
Mr and Mrs McKellar	1 50
Miss Black	1 00
Mrs, Miss and Mr Copp	3 00
Mr and Mrs Graham	1 50
Mr F C Perry	1 00
	$95 80

Disbursements

Canadian Historical Association	$ 5 00
Printing annual	89 50
	$94 50
Balance in bank	1 30
	$95 80
Balance of printing account still outstanding	$ 9 50

Officers 1925-1926

HONORARY PRESIDENTS
HONOURABLE SIR GEORGE E FOSTER
MR PETER MCKELLAR F R G S

PRESIDENT	MRS PETER MCKELLAR
VICE-PRESIDENT	MR C W JARVIS
SECRETARY-TREASURER	MISS M J L BLACK

EXECUTIVE COMMITTEE
MR PETER MCKELLAR, MR JOHN KING, MISS ROBIN AND CAPT McCANNELL

AUDITORS
MRS G A GRAHAM AND MRS JOHN KING

FINANCIAL STATEMENT 1925-26

RECEIPTS

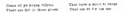
Balance in Bank		$1 30
Hudson Bay Co gift		50 00
Fees	Col S C Young	1 00
	Mr and Mrs A C Casselman	2 00
	F C Perry	1 00
	Capt McCannell	1 00
	M J L Black	1 00
	Mr and Miss Copp	2 00
	Mr and Mrs John King	1 50
	Mrs McEdwards	1 00
	Miss Robin	1 00
	Mrs Kirkup	1 00
	Mr and Mrs McKellar	1 50
	Mrs F A Sibbald	1 00
		$66 30

EXPENDITURES

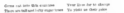
Printing	$9 50
Picture framing	2 50
Flowers	5 40
Canadian Historical Society	5 00
	$22 40
Balance in bank	43 90
	$66 30

"THE BUFFALO SONG"

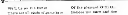
This was a very popular song at all the early social gatherings in Thunder Bay, the leader always being Mr Peter McKellar. It was originally the pioneer song in the Ohio States, and was then taken up by Wisconsin It was there that Mr McKellar learned it and brought it over to Thunder Bay



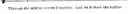
Come all ye young fellows That have a mind to range
There are fish in these rivers That are fit for our use
Supposing the wild Indians Should chance to draw near
Come all ye pretty fair maids Come lend us a hand



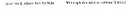
Come out into this countree Your lives for to change
There are tall and lofty sugar trees To yield us their juice
We'll unite to-gether boys Our hearts free from fear
Come out into this country And each choose a man



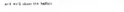
We'll lie on the banks Of the pleasant O-HI-O
There are all kinds of game here Besides the buck and dee
We'll march through their towns We would strike the fatal blow
If you can card and spin We can plow and sow



Through the wild woods we'll wander And we'll chase the buffalo



And we'll chase the buffalo Through the wild woods we'll wander



and we'll chase the buffalo

INCIDENT IN THE HISTORY OF THE CANADIAN PACIFIC RAILWAY

By Peter McKellar

The Thunder Bay Historical Society is collecting information regarding all past important events relating to this District.

One of these outstanding events was the seizing of a C.P.R. train for overdue taxes by Port Arthur. As I was one of the people living here at that time, I have been prevailed upon to give my view upon this historical action, as it resulted in transferring the business from Port Arthur to Fort William. A great many C.P.R. officials were transferred to Fort William and a great deal of money was expended in this city which otherwise would have been spent in Port Arthur. This activity occurred for some years.

For a great many years in the early years of Port Arthur the leading men were Thomas Marks and his nephew George, who had been mayors for a number of years, and who had a very strong following. These officials had allowed the C.P.R. to get off with paying only half the taxes. By a great many this was considered to be too lenient towards such a strong corporation. The Conservative majority managed to keep control of the city affairs for a number of years until finally a leading lawyer, Mr. Gorham, was elected mayor. The main plank in his policy was supposed to be that an equitable proportion of the taxes was to be paid by the C.P.R.

At this time it was customary for the C.P.R. boats to call at Port Arthur first coming in and at Port Arthur last on the return trip. At Fort William they exchanged cargoes, took on passengers, then started for Port Arthur and eastern points.

In the fall of 1889 the C.P.R. boat, on her last trip, when loading and taking on passengers at Fort William, remained longer than usual, and it was speedily rumored that the officers at Port Arthur were going to seize the boat when she docked there. It oozed out in Fort William that telegraph communication was in evidence between Winnipeg and Fort William and Montreal, and we thought the expected seizure was responsible for the delay. As a result of this activity of the wires, the boat was ordered to leave Fort William and to sail direct for the Soo and eastern points and not to call at Port Arthur. The consternation of the citizens of Port Arthur, and more especially of the would-be passengers who were left on the Port Arthur dock, may be better imagined than described.

The same evening a large card party was held in Port Arthur at which were all the most influential citizens of both Port Arthur and Fort William. The main topic of discussion was the action of the C P R in ignoring Port Arthur. The same evening a C P R train on regular route west, duly called at Port Arthur and was at once seized by Port Arthur officials. The wires were at once made busy, and President Van Horne ordered that all taxes be paid up in full and at once. The train was thereupon released and proceeded on its way, but President Van Horne remarked that "for this I will make grass grow on the streets of Port Arthur." This saying went all over the world and became not only a famous by-word but also a true prophecy. For years after this the great bulk of the C P R business was transacted in Fort William.

When McKenzie & Mann were building their transcontinental railway, the Canadian Northern, the citizens of Port Arthur saw their opportunity and by valuable concessions, including a grant of $25,000 induced the officials to locate the terminals of the C N R in their city and revive its almost defunct existence.

PLACE NAMES IN THE VICINITY OF FORT WILLIAM.

By Miss M. J. L. Black.

In searching for the original Indian place names, and the meaning of the present Indian names, I am indebted to the Rev. Father V. Renaud, S.J., and to Mrs. Nellie Corbett, both of whom gave me much information, and also to Mr. John Duncan Mackenzie, who checked their notes over for me. Other information I have picked up from various sources, and though I have tried to keep it authoritative, I cannot guarantee it. I give it for what it is worth, and because it is all of local interest.

City of Fort William commemorates William MacGillivray, one of the leading members of the North West Fur Company, who directed the construction of the fort on the Kaministikwia River, as the company's headquarters instead of Grand Portage in Minnesota. Apparently the move began in 1801. Building went on in 1802 and 1803. In the latter year the fort was completed, but dwellings had still to be erected. Daniel Harmon notes that there were a thousand laboring men here in July, 1805. He calls it "The New Fort" (see Coues, New Light on the Early History of the Great North West, page 222). A letter from George Monk dated Leach Lake, April 18, 1807, refers to "Fort William." William MacGillivray succeeded Peter Pond as a partner in the North West Company about 1790; he was a member of the House of Assembly, Lower Canada, June 18, 1808, to October 2, 1809, for Montreal West; member of the Legislative Council, Lower Canada, 1814-1825, October 16, on which date he died in London, England. (Report, Geographic Board of Canada.) The site of Fort William was discovered by Duluth in 1679, when a trading post was established. After this was abandoned, there was nothing here until La Noue rebuilt it, or built it on the same site in 1717. This post had long been abandoned and forgotten by the time of the change from the French regime to English rule in 1763. The X.Y. Company had a post here in 1804. It is referred to by Alexander Henry, the younger. It was situated about a mile up the river from the North West Company's post. The latter post was taken over eventually by the Hudson Bay Company, when the two companies amalgamated in 1821. The Hudson Bay Company had a depot at Point De Meuron in 1816, under Lord Selkirk.

Fort William's future was assured in 1875 (though it was not incorporated until 1892), when the first sod was turned for the Canadian Pacific Railway The following are the dates of the first and best known subdivisions Blackwood addition, January, 1875, First McKellar addition July, 1875, Oliver Davidson and Co, July, 1876, First McVicar addition, January, 1885, Hudson Bay and Canadian Pacific Railway additions, February 1890, St Paul's addition August, 1890 First Wiley addition, August, 1902 The first Vickers addition was registered in June 1875 but was cancelled in May 1879 The present Vickers addition was registered in July, 1904 (See also West Fort William)

Algoma. Lake and lands of the Algons or Algonquin Indians The Indians received their first treaty from Queen Victoria in 1850 After they signed the treaty they gave up their rights and now call the district Agema-Ekaw-Oge-Baw-o-ning, meaning Queen's Landing (Mrs Corbett)

Miss Stafford says that Algoma means the Unknown, or Hidden

Animikie. The name applied to Mount Mackay, and Thunder Cape (meaning "Thunder"), but really quite modern, it is much used by geologists and refers to the silver bearing formation of Lake Superior

Assiniboin. Chippewa word "asin" meaning "stone," "upwaw" meaning "he cooks by roasting," hence "one who cooks by the use of stones" (Hodge)

Athabaska. Forest Cree word, "athap," meaning "in succession" "askaw meaning "grass," hence "grass or reeds, here and there" (Hodge)

Beaver Mine. Discovered in 1884, and worked for three or four years Very rich in silver, in 2½ months $93,000 was produced in smelting ore and concentrates (Geological Survey, 1887)

Brulé Bay. Etienne Brulé reported the discovery of Lake Superior in 1618 (Parkman)

Caribou Island. Alexander Henry, the elder, in 1771, found caribou on the island

Chippewa. An adaptation of Ojibway meaning "to roast till puckered up," referring to the puckered seams on their moccasins (Hodge)

De Meuron Point Portage point for the early fur traders The Swiss mercenaries engaged by Lord Selkirk, wintered here in 1816 Buildings were put up by Selkirk for the H B C, but were abandoned on the union of the North West Company with the Hudson Bay Co in 1821 The De Meuron regiment was formed of Swiss, Germans and Piedmontese who had been forced to act as conscripts in the army of Napoleon They subsequently served in the British army under Colonel De Meuron and being disbanded at the close of the Peninsular War, a number of them joined the Earl of Selkirk as settlers in his new settlement in the Red River country

An added interest, associated with Point De Meuron, is the fact that in 1872, Lord and Lady Milton spent a summer at this point, and, there, was born the present seventh Earl FitzWilliam Prior to this visit, Lord Milton had made two extensive trips through western Canada the account of which is contained in that most interesting book, the title of which is "The Northwest Passage by Land," by Lord Milton and Dr Cheadle

Dog Lake. Animosaigaigun meaning lake shaped like a dog (Mrs Corbett) This lake takes its name from the huge effigy of a dog outlined in sand, which is still to be traced on the high terrace over which the portage to the lake passes This is said by the Indians to have been left by the Sioux when they abandoned this section of the country for the west, as a lasting reminder to the Ojibways of their scorn of them (Geological Survey No 678)

Duluth City. Originally Fond du Lac The explorer's name is frequently written Du Lhut

Fort Frances. Named after Lady Frances Simpson, wife of Sir George Simpson

Enterprise Mine. On Black Bay Discovered in 1865 by Messrs Peter and Donald McKellar

Gargantua Cape, Harbour, River. Named after Rabelais's giant, sometime before 1760 Applied originally to a rock near the shore (Report Can Geog Bd)

Grand Portage Route. This was discovered by Jemeraye, nephew of La Verendrye in 1731 Grand Portage, of the French and English fur traders was primarily the designation of the long carrying place over which baggage was taken on men's shoulders, from a point near Lake Superior to a point on the Pigeon River, nine miles distant, but it speedily became the name of the place on the lake The situation is about 47° 58′ N Lat , 89° 39′ W Long by U S charts on Grand Portage Bay (too shallow for vessels to land, and separated by Hat Point from Wauswargoning Bay), in which is the small Grand Portage Island The most conspicuous object in the vicinity is the hill, now called Mount Josephine 703 feet high The North West Co s establishment there before and after 1800 was a stockaded post, 24 x 30 rods on the edge of the bay, and under the hill, it was long a famous rendezvous of the Northmen who assembled sometimes to the number of more than a thousand. It was abandoned in 1803. The X.Y. Co.'s post was built in 1797, about 200 rods from that of the North West Co.'s, across a small stream that flows into the bay. Fort Charlotte was the N.W. Co.'s post at the other end of the portage on Pigeon River.

The Ashburton Webster Treaty of 1842 stipulated that the route should remain common to both countries, and should be free and open, so presumably British citizens to-day would be entitled to demand the unobstructed use of the ancient trail over the Grand Portage. (See Story of the Grand Portage, by Solon J. Buck, in Minnesota Historical Bulletin, February, 1923.)

Huronian Mine, at Jack Fish Lake, near Shebandowan. Discovered in 1872 by Peter McKellar. First gold mine in this part of the country.

Kakabeka. Kakabeking bawtick, meaning "high cliff falls." (Mrs. Corbett.) According to Mr. McKenzie, it means any steep rock. Sometimes in the early records it is called Mountain Falls, for instance R. M. Ballantyne calls them by that name, and also calls them Kackakecka Falls.

Kaministikwia. There have been innumerable spellings for this word, and also many meanings given. Nicholas Garry, in his diary, July 1, 1821, calls it Kaministiquia and gives as the meaning "river of islands." It is also said to mean the "river that winds," and "the river of three mouths." I have also heard it said to mean "the crooked squaw." It was first known as the "river of the Assiniboines," then as "Trois rivieres." Harmon, in 1805, called it Dog River. Mr. McKenzie says that the correct Indian name is Kamanatiquia, meaning "ragged shores involving portages." The Kaministikwia was discovered by Duluth in 1679, but the river itself was first explored by Jacques de Noyon, in 1688. In the course of time the route was forgotten, but was rediscovered in 1789 by Roderick Mackenzie of the N.W. Co.

The following are some of the forms of the word "Kaministiquia," with some traces still of Kamanistiquia, the form Alexander Henry uses. Senator Masson prefers Kaministikia and Kaministiqua, and Kaministiqa appear on many U.S. charts. The initial "K" varies to "C" and "G," and the "Q" to "G," and there were permutations in most of the vowels. Thus Gamanestigouya appears in La Verendrye's journal, 1738-39; we hear from the beginning of Camenistiquoia, of Three Rivers, Kamimistikweya is said by Pettitot to mean "wide river"; Caministiquia is Sir A Mackenzie's form, Harmon prints Kaministquia, Kamanaitiquoya appears in Malhoit, Kamanatekqoya, or "river of Fort William," is in Keating, page 135 I have found Wandering River once and Dog River was common" (Coues "New Light on the Great North West")

Keewatin, means "north wind"

Lac des Mille Lacs. Sasagqisaigaigan, meaning "deep lake" (Mrs Corbett)

Lake of the Woods. The Indians called its northern portion Kamnitic Sakahagen meaning Lake of the Woods and Island Lake, and the southern portion Pekwaonga Sakahagan, or Lake of the Sand hills Another Indian name is translated "White fish Lake" This is now applied to that portion of the lake east of Sioux Narrows The northwest part of the lake was known as Clearwater Lake now Clearwater Bay Another Indian name was Minitic or Minnitite During the French period it was variously known as Lac des Bois, Lac des Sioux, Lac des Iles and in one case as Lac des Christineaux, a name more generally applied to Lake Winnipeg On some maps it is called Asiniboiles.

Loch Lomond. Kasasagadadjiqegamishkag (Father Renaud) Kazazeekeegewaigamag, meaning the high lake that is always overflowing (H Sidney Hancock)

Mission, Fort William. It was founded in 1848 by two Jesuits, Fathers Fre Miot and Jean Pierre Choni

Mission Treaty Concluded in 1850 by Hon W B Robinson with the chiefs of the Ojibway Indians (See H Y Hind's Report)

Montreal Island, and River. This name appears on Popple's map in 1731

Mount Mackay. Nicholas Garry states in his diary of July 1, 1821, "This very fine mountain has no name" In 1857, however, H Y Hind calls it "Mount Mackay," though in the majority of references up to the later eighties, it is called "Mackay's Mountain" It was named after a free trader, William Mackay The story goes that Trader Mackay was in the habit of climbing the mountain as his daily constitutional I have not been able to find out in what year he lived in Fort William The Indians now call it Anamikiewakchu, or Thunder Mountain, according to Mr McKellar, or Mamanetigqeia wadjew, meaning Kaministikwia hill according to Father Renaud, while Mrs Corbett gives it as Missanbaing Wadjew, or

Crane Mountain (In regard to "Anamikiewakchu," see note under "Animikie")

Mountain Road. Kichiwidijew ekahnah (Mr McKenzie)

Mutton Island. Manisklanishi miniss (Mrs Corbett.)

Neebing. Said to mean "summer," but of this Mr McKenzie is doubtful

Neebing Post Office. See West Fort William

Neebing Township Plan dated July 1 1860, signed by Thos W Herrick

Nepigon, or Nipigon. called Annimibegon, meaning "the lake you cannot see the end of" (Grant's Picturesque Canada) In the early records called Alemepigon Fort Nipigon was at the mouth of the river on the left bank about 1680 On some early maps it is called "Fort Ancien du Sr du L'Hut"

Otter Head Cove and Island The earliest form met with is "Tete de l'Outre" on Popple's map, 1731 (Report, Can. Geo Bd)

Palpoonge. Meaning is doubtful, but I have been told that it is "winter" The township was laid out in 1857, and the plan signed in 1860 by T W Herrick Mrs Corbett gives "Be-taw-be-gosing" as the present form, meaning "double current"

Pays Plat, a translation of the Indian name which refers to the shallow floor of the lake hereabouts Called Bagouachi on the Moll map of 1719 (Report, Can Geog Bd)

Peeping Squaw This is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain, at an elevation of about 300 feet The Indian legend associates the Peeping Squaw with the Sleeping Giant, in one story telling that she, having followed him for many miles, he jumped to the Cape and then fell down exhausted, while she succeeded in getting only as far as the Pie in her jump, but that while he sleeps she remains on guard, prepared to renew her pursuit as soon as he stirs

Pic River. Indian name meaning "mud" There are beds of yellow and white clay some distance up the river It appears as "Le Pick" on the Moll map, 1707 (Report, Can Geog Bd)

Pigeon River. Also called Dove River, and derives these names from the French phrase Riviere aux Tourtres, or the River of Turtles, i e, turtle doves probably referring to the passenger pigeons A name current earlier was Riviere aux

Groseilles, also Groseilliers. Called by the Indians Neutokongane or Nautokongane. (See also Grand Portage.)

Pithers Point, on Rainy River. De la Verendrye's nephew, La Jemeraye, built a post here in 1731, which he called "Fort Saint Pierre." La Verendrye described it in his journal, and said: "A fort with two gates on opposite sides. Interior length of sides, 50 feet, with two bastions. There are two main buildings each composed of two rooms with double chimneys. Around these buildings is a road seven feet wide, and in one of the bastions a storehouse and powder magazine have been made, and there is a double row of stakes 13 feet out of the ground."

Porcupine Mine discovered in 1884. In this mine was found a special mineralogical feature in the occurrence of the carbonate of barium, or witherite, said to be the first found in Canada.

Port Arthur, called at various times "Dawson's Landing," "The Depot," "The Station," and "Prince Arthur's Landing." Colonel Wolseley gave it the last name when landing with the troops in 1870. Changed to "Port Arthur" in 1883.

Prince's Location, on the mainland near Spar Island. Oldest mine on the Canadian shores, having been worked in 1846, or '47, when it appears to be regarded in the light of a copper rather than a silver bearing vein.

Rabbit Mountain Mine, discovered by Oliver Daunais in 1882. Closed down in 1887.

Rainy Lake, lake of the Crists or Cristinaux (Crees') Lake. Known to the Indians as Takaminouen, and to the early French as Lac la Pluie. The first trading post of the North West Company in the Lake of the Woods district, was known as Rainy Lake House; date of construction uncertain, but John McDonnell, in 1793, writes: "In sight of the Fort of Lake la Pluie is the Kettle Falls, causing a portage. The fort stands on the top of a steep bank of the river. It has two wooden bastions in front flanking the gate."

Rainy River. Tekamimouen, or Ouchichiq River.

Royale Isle. Called Isle Minong by Fr. Dablon in the Jesuit Relations, 1671.

St. Joseph's Orphanage, established in 1870 by the Daughters of Mary, but taken over in 1885 by Sisters of St. Joseph.

Sault Ste. Marie. Named by the French in 1640 when they founded the mission of Ste. Marie du Saut. Previously it was known as Sault de Gaston, after the younger brother of Louis 13th.

Shangoinah. "White man."

Shebandowan, meaning long wigwam, door at both ends (Mrs Corbett.) Mr Mackenzie says that this refers to a special tent that is erected for a dancing ceremony. It is put up in the spring when the willows and poplars are pliable, the frame being made of them, bent over and woven. These are then covered with skin. The "Shebandowan" is quite long, and the dancers enter at one end and dance the full length, going out by the back end and returning on the outside to the front again. It is considered quite sacred, and no liberties are allowed to be taken with an Indian's "shebandowan."

Shunlah, said to mean "money" or "silver."

Shunlah Township, organized in 1873. It consisted of the Townships of McIntyre, McGregor, the Welcomes, Pie Island, Neebing, Paipoonge, Blake, Cronks, Pardee and Neebing Additional. Organized in order to raise funds ($70,000 bonds) to build the railway from Port Arthur to West Fort.

Shunlah Mine, formerly called Duncan Mine, discovered in 1867 by John and George McVicar, sold in 1870 for $75,000.

Silver Harbour Mine, also called the Beck Mine, discovered in 1870, closed in 1872 after extensive development.

Silver Islet, a small islet less than 90 feet square, and eight feet at its highest point, discovered on July 10, 1868, by a Mr John Morgan, under the direction of Mr T. Macfarlane, $3,250,000 is said to have been taken from it before it was closed down in 1884. It went to a depth of 1,230 feet and had thirteen levels. The length of one of the veins was known to be over 9,000 feet, extending from the islet over to the mainland and on to "Morgan's Junction," a shaft beyond the Cross Fox farm. There is a romantic story of the shutting down of the mine, when it is said that it was due to the failure of the arrival of a boat in November, 1884, on which was the winter's supply of fuel. This necessitated the closing down of the furnaces which operated the pumps, and the mine flooded. Some skeptical people think that that was only made an excuse, and that the wealth had been exhausted. Since then various attempts have been made to have the water pumped out, and the operation continued, but no great wealth has been made in these ventures.

Silver Mountain Mine, discovered in 1884 and operated with considerable success for several years.

Spar Island Mine. This was part of the old Prince's Location, one of the first mining properties worked on the lakes, operations having been carried on there in 1846 and '49

Sleeping Giant. Many interesting stories are told in regard to this giant, and Indian superstition declares it a spot that may well be avoided.

Superior Lake. On September 2, 1665, Father Allouez entered Lake Superior and named it "Tracy," after the Marquis de Tracy, Lieutenant-Governor of that period. Its discovery had previously been reported in 1618 by Etienne Brule. On the Jesuit maps of 1670-71, it is called "Lac Tracy, ou Superieur," and shortly after, the second, and much more suitable name, became general. Kitchigami, meaning "great water" is the Indian word generally accepted, though that word refers to any large body of water.

Thunder Bay, Animikie wekwed. Thunder birds lived there in olden times, hence Thunder Bird Bay. (Mrs. Corbett.)

Thunder Bay Mine, 2½ miles northeast of the mouth of the Current River. Discovered by Mr. Peter McKellar in 1866. Developed quite extensively, and a little village sprang up. Everything was destroyed by fire in 1873, and again in 1881.

Thunder Cape, Kitchi neiashing, meaning "great point", also Animiki neiashi, "Thunder Point." (Father Renaud.) Kitch Naishing, "long narrow point." (Mrs. Corbett.) Animiki wadjew, "thunder hill." (Mr. McKenzie.) For Animiki, see also under Animikie.

Town Plot. Laid out in 1857, plan signed by T. W. Herrick in 1860.

Trowbridge Island, named after one of the Silver Islet officials, C. A. Trowbridge, Secretary of Silver Islet Company.

Wallbridge Mine, on Lot 11, Paipoonge. Discovered in 1863, copper, sulphurets and galena ores. The first mining property sold in Thunder Bay.

Welcomes. Pagwaassabaning. (Father Renaud.) Called "the Welcomes" on Bayfield's map, 1828.

West Fort William. This section developed as the result of the construction of the Canadian Pacific Railway, the centre of the settlement being at Brown Street, and along the river front. On the post office being opened it was called "Fort William." Later on, East Fort William sprang up, and there the post office was also called "Fort William." The west end then changed their name to "Neebing," and in the course of time to "Fort William, West," then to Westfort, and finally to West Fort William.

Winnipeg is Indian for "muddy water," a name applied to Lake Winnipeg, which is turbid after a storm. Fort Garry, the

H B Co fort, was the nucleus of the present city The name is first found on the title page of the "North Wester" of February 24 1866 The first house was built in Winnipeg in 1862

Winnipeg River, Riviere Maurepas, Riviere Blanche, White River, and Sea River The present name is a translation of the old Indian designation, Wi-nipi, meaning turbid waters, which appears on the old maps as Ouinepique, Ouinipigon, Winnipeek and many other ways

FORT WILLIAM STREETS

By Miss M J L Black

In Fort William, as in the majority of places in Canada, the origin of the names of the streets may be traced to the founders of the various sub divisions those in the Hudson Bay and Canadian Pacific Railway sub-divisions being called after their prominent workers who had either been stationed in Fort William or whose names were sufficiently important to warrant such a compliment the McKellar, McVicar and other large sub-divisions were named in the same way This fact has simplified the problem of hunting up the source of the street names but has made, in one instance, a great difficulty in getting any information namely those streets situated in the "Town Plot" This sub-division was laid out by government instruction in 1857 and was registered in 1860 It was surveyed by T Wallace Herrick who named the streets, and probably chose the names of his own family and acquaintances, but beyond that we have no information Some of the street names have apparently no special significance The following is a list of the streets arranged alphabetically with what information is obtainable

Alberta
Alexandra
Algoma
Amelia (Town Plot)
Ann (Now called King, in Town Plot)
Archibald (Archibald McKellar)
Arthur (Arthur A Vickers, late of Vickers and Moffatt)
Athabaska
Atlantic
Balmoral
Begin (J A Begin Comptroller of the Province of Quebec, and his brother E H)
Bernard (Bernard Ross, brother of Mrs G A Graham)
Bethune (Angus Bethune Chief Trader, H B Co , 1821)
Brent (C R Brent Manager of the Royal Canadian Bank)
Broadway (Named by S C Young)
Brock (Formerly Victor after Victor G R Vickers)
Brodie (Mrs Duncan McKellar's maiden name)
Brown (P J Brown of Davidson Brown and Oliver)
Brunswick

Cameron (J D Cameron, Chief Factor, H B Co , 1821)
Carlton
Caroline (Caroline Brodie Norris)
Catherine (Mrs J J Vickers)
Centre (Named by S C Young centre of sub-division)
Christie (Alexander Christie, Chief Trader, H B Co , 1821 also W J Christie Chief Trader H B Co , 1860)
Christina (Christina McVicar)
Collins
Connolly (Wm Connolly, Chief Trader, H B Co 1825)
Crawford (Named by S C Young after his mother)
Cumming (Cuthbert Cumming, cousin of Lord Strathcona)
Cuthbertson Place (E H Cuthbertson, London, England)
Dease (Peter Warren Dease, Chief Trader, H B Co , 1828)
Donald (Donald McKellar)
Dufferin (Lord Dufferin)
Duncan (Duncan McKellar)
Edward (Town Plot)
Empire (Named by Mr H E Copp, after the Empire Stove plant, this street was formerly Rebecca)
Ernestine (Mrs W H Hamilton)
Euclid
Finlayson (Duncan Finlayson, Chief Trader, H B Co , 1832)
Ford (Town Plot)
Francis (Town Plot)
Franklin (Franklin Wiley)
Frederica (Town Plot)
Front
George (George MacVicar)
Georgina (Georgina Eliza Vickers)
Gore (Town Plot)
Hamilton (Senator Ross Hamilton)
Hardisty (Richard Hardisty and W L Hardisty, Chief Trader, 1866)
Hargrave (James Hargrave, Chief Trader, 1844)
Harkness (Harry Harkness)
Harold (Harold Wiley)
Heath (Stewart B Wallace Heath)
Heron (Probably a misspelling of Hearne, after Samuel Hearne)
Home (Named by S C Young)

Hyde Park Avenue (Chas L Hyde, Pierre, S D)
Isabella (Isabella Vickers)
Island
James (Town Plot)
Jarvis (C W Jarvis)
John (John McKellar)
King
Kingsway (Named by G R Duncan, after the street of the same name in London, England)
Laird (Deputy Magistrate Laird, of Prince Arthur's Landing)
Leith (James Leith, Chief Trader 1821)
Lillie (W C Lillie)
Luci (Luci McKellar)
McBain
Macdonald (John Macdonald Chief Trader 1821, and Archibald Macdonald, Chief Trader 1842)
McGillivray (Simon McGillivray North West Fur Co)
McGregor (J D McGregor Brandon)
McIntosh (Donald McIntosh, Chief Trader)
McIntyre (John McIntyre Factor)
MacKellar (MacKellar family)
MacKenzie (Sir Alexander Mackenzie The following of the same name were Chief Traders in the H B Co: Donald in 1821, Roderick, in 1830, Hector, 1851, John 1854)
McLeod (Alexander Norman McLeod H B Co)
McLoughlin (John McLoughlin, Chief Trader 1821)
Macmillan (James Macmillan, Chief Trader, 1827)
McMurray (William McMurray, Chief Trader 1866)
McPherson (Murdo McPherson, Chief Trader, 1847)
McTavish (Simon McTavish North West Fur Co; also John George McTavish, Chief Trader 1821)
McVicar (McVicar family)
Marks (Thos Marks)
Mary (Mary McIntyre)
May (Mrs C E Spence, formerly Miss May Deacon)
Minnesota
Mission
Montreal (Named after the Montreal financial group)
Moodie (Susanna Moodie the authoress and mother of Mrs J J Vickers)
Mountain Avenue
Murray (J C Murray)
Miles (Robert S Miles Chief Trader, 1844)

Neebing
Nipigon
Norah (Miss Norah Marks)
North
Northern
Oak
Ogden (Peter S Ogden Chief Trader 1834)
Pacific
Prince Arthur (Duke of Connaught)
Pruden (John P Pruden, Chief Trader, 1836)
Rankin (W T Rankin)
Ridgeway (Victor Gilmour Ridgeway Vickers)
River
Robertson (Colin Robertson, Chief Trader, 1821)
Ross (Bernard Ross, father of Mrs G A Graham)
Rowand (John Rowand, Chief Trader, 1825)

St Paul Street (The subdivision of the same name was opened by Mr Frank Gibbs)

Selkirk (Thos Douglas Lord Selkirk)
Sills (Sills family)
Simpson (Sir George Simpson)
Southern
Sprague (Town Plot)
Stanley (Named by S C Young after Sir H M Stanley)
Superior

Syndicate (Named after the C P R Syndicate This avenue was opened as the result of the C P R buying the rights for $3 000 of the river front, where the original road from Port Arthur to West Fort William had been)

Tarbutt (Town Plot)
Vickers (Vickers family)
Victor (Victor Vickers)
Victoria (Miss Victoria McVicar)
Violet (Miss Violet Bissett)

Walkington (Maiden name of the late Mrs James Gowanlock)

Wallbridge (William Wallbridge Vickers)
Walsh (After a Major Walsh)
Waterloo (The Battle of Waterloo)
Wellington (The Duke of Wellington)
Weigand (The Weigand family)
Wiley (F S Wiley)
William (William Wallbridge Vickers)

Young (James Young, an early Canadian Pacific Railway man in West Fort William)

LEGEND OF THE SLEEPING GIANT

BY WATSON W. MOORE

From the Port Arthur Daily Sentinel Jan 9 1889, and copied by it from the Puget Sound Magazine

There is an Indian Legend nearly as old as the cape itself, that has been handed down from warrior to son, from the primitive times of long ago, that this long promontory rising high above Thunder Bay and extending miles back towards Silver Islet, is no less than the great sleeping giant, "Nana," lying with folded arms like a warrior taking his rest Nana stood thousands of feet high a giant and monarch, chief of earth and sea He lived at the time the mastodon roamed our forests and then he wooed and won a dusky maiden She was young and beautiful, tall like himself and her foot was as fleet as the frightened deer Her tresses were like the ravens' wings, and her eyes as bright as dew drops, her voice as soft as the music of the mountain brook and she was as joyous as a bird and as lovely as a summer day

By the lake side in a rocky cave they dwelt for two thousand years, and the Chippewas and all the other powerful Indian tribes of the Lake Superior district are Nana's descendants

The old warrior was fond of fishing, and it was his wont to walk through the lake swinging a large hemlock tree for a club to drive the fish before him out into the lake to Sault Ste Marie, where his faithful wife stood and caught them This was fine angling

Years rolled on until one fine day the old squaw lost her cunning and all the fish that Nana drove before him passed her and swam into Lake Huron and the old giant, hungry and relentless in his rage killed his good old wife with his club and her poor lifeless body floated down upon the shore of Lake Huron, it can be seen to this day, a cape known as the Old Squaw, or Nana's Wife When Nana saw what he had done he was afraid and could not rest He heard no sound without fear He called his wife by name and talked of love In vain he sought the Great Spirit for rest and in agonizing despair he raved, and tore his hair His loud mournful lamentations awoke the solitude, startling the wild beast from his lair Nana was penitent and sorrowful penitent in fear of the Great Spirit's anger, and sorrowful in the loss of his wife's companionship He wandered from his home out upon the prairies and far over the mountains, seeking forgetfulness and rest when lo, he heard the loud cannonading of bursting boulders, and saw huge rocks high in the air. He heard fearful hissing of escaping gas and steam, and felt the suffocation of many obnoxious odors. The crimson heavens rained rocks, lava and ashes, whilst amid the clashing perils of thunder and the red lightning's fitful glare the earth shook and trembled from the awful groaning roar of the volcanic fires. The Great Spirit was angry with Nana and he fled away, swifter than the eagles fly, back to his Lake Superior home. Then onward towards the rising sun, through the great chain of lakes loudly calling to his wife until he thought he heard her voice in the eastern mountains and leaving Lake Erie he followed the echo of his calling toward the noonday sun and beheld her streaming eyes so wild in fear, so sad and fitful in their imploring look beseeching him to stay the cruel blow, in the spell and charm of the mystic waters of Chautauqua Lake. That look haunted him forever. He heard her death cry, in the passionate songs of the winds, retribution was overtaking him. He could not live without his squaw. He walked the great lakes once more to Thunder Bay, when in agony of remorse and despairing anguish, Nana laid himself down and died of a broken heart; and to this day, all the Indians when rounding the enchanted cape in their canoes throw tobacco to the Sleeping Giant, so that he may smoke his calumet in the "happy hunting ground."

EARLY HISTORY OF THE FORT WILLIAM PUBLIC LIBRARY

By Miss M. J. L. Black.

In The Thunder Bay Historical Society Annual for 1911 there is a short account of the Public Library, but the information then available was very limited. The following article was written in order to supplement it and complete the story.

The story of the initial library movement in Fort William is more or less legendary, but there are certain names that stand out, the owners of which exerted the greatest possible influence in making our library system. Mr. R. Bowman, the father of it all; Mr. A. F. Priest, the able first mate; Mr. S. Phipps, Mr. G. H. Reed and Mr. John Whitehurst, the last mentioned of whom only is still living in the city, and who retains all his old time interest in the institution.

In The Port Arthur Sentinel of Aug. 19, 1885, is the first notice that has come to our attention of a library, when they reported that on the previous evening the C.P.R. employees had opened their bath, smoking room, and literary room, with library attached. The ceremony was performed by Mr. Freeman, librarian of the Winnipeg C.P.R. library, and in the course of his address he expressed his surprise and delight in the splendid rooms, and his appreciation of the work of Mr. Priest in particular. Incidentally it was explained that "the bath rooms were furnished with an ingenious invention of Mr. Priest's which supplied hot, cold, and lukewarm water." These rooms were in the Round House at West Fort William. The first committee appointed that night consisted of Mr. McMurtrie, Secretary; Mr. Priest, Treasurer, and Messrs. O'Hagan, Adams, Doctor Lewis, and Nelson. A constitution was drawn up which stated that the object of the place was to encourage reading and other healthful amusements. It is interesting to note, that from the first, the rooms were known as "the library," thus showing that important as were the comforts of life provided by the club rooms, the intellectual side was considered the important feature. Membership fees were for C.P.R. employees, $1.25 a year; outsiders $1.25, plus 25 cents for use of the bath. Funds for maintenance in the early days were provided by an annual picnic, the favorite spot being Kaministiquia, with Nipigon running a close second.

On September 15, 1885, Lord Lansdowne inspected the library, and complimented the men on their comfortable and pleasant quarters.

Gradually quite a fine collection of books was gathered, while the periodicals taken were of a particularly high type. In 1890 a catalogue was issued, and the annual report indicated things to be in a most prosperous condition.

In 1891 the library was moved to East Fort William, where it was housed in comfortable quarters close to the new round house. According to an early description "one entered a small lobby off which lead two doors, one to the bath room, the other to the reading room. The latter is very light, the walls being kalsomined in pink. The book cases are ranged on three sides, the intervening spaces being filled with colored engravings. Two immense Pittsburgh lamps are suspended from the ceiling for lighting, while the floor is covered with linoleum." The linoleum is referred to on several occasions in the newspapers. It was ordered from England, and on its arrival it was described as the largest that had ever been brought into the country, being 19 feet 5 inches by 27 feet 6 inches." "Two fine copper baths, handsomely trimmed, plated in silver," were also installed, and the rooms were decorated. The officers for this important year were Mr. W. J. Robertson, President; Mr. Jas. Cameron, Vice President; J. Lillie, Secretary; and A. M. Mudson, Treasurer. The managing committee was re-elected, but unfortunately the names are not available now.

On July 31, 1891, the committee held its sixth annual picnic, which was apparently a huge success, for even our Port Arthur newspapers gave it a column and a half of a report. For this affair, the committee erected a refreshment booth, 20 by 40 feet, probably the first building of the kind that was ever put up at Kaministiquia.

In The Fort William Journal for Jan. 30, 1892, is an interesting article on the formation and development of the library, when a membership of 107 was reported; 1,000 books on the shelves, and cash in the bank of $1,019.67.

It is surprising how many small but important boards delight in having a goodly balance, and how difficult it is to teach such otherwise. The majority of our starving little libraries carry balances, the use of which would materially help to put them on their feet.

All through these early years, the library was treated by the officials of the C.P.R. as the pampered child of fortune, a favorite son. They provided free quarters, gave the excursion committee most generous co-operation, and were even donors of individual grants; there is a record of a set of Kingsford's History of Canada received from Sir William Van Horne. These times, however, were to change, and from this favored relationship, the poor library became a more or less unwelcomed step-child. In the minutes of December 27, 1898, appears an item instructing the secretary to write to the C.P.R., and ask the C.P.R. to pay the money due us from the picnic of August 31st, last.

In 1900 arrangements were made for the lighting of the rooms by electricity, while various discussions took place in regard to getting into quarters that would better meet the needs of the times, though it was not for another five years that any move was actually made.

The year 1901 saw the last of the library picnics, the outings that had been quite a feature in the social life of the community for sixteen years. The question was discussed the following year, but it was decided to try to get some passing troop to give a series of concerts in aid of the library. There was no further report on that subject, but it was evident that the old guard were keeping the institution alive simply by their own enthusiasm. It was necessary to cut the salary of the librarian, who had previously been receiving ten dollars a month, when it was "put on a basis of 50 per cent. of receipts of subscriptions."

One of the important features of the annual meetings was the sale of periodicals, sometimes the amateur auctioneer being able to get in as much as $30 for them. No comment is made on the bargains that the purchaser must have often got. Grateful at getting the money, the good people of the library committee did not realize what treasures they were throwing away. How we would value those old newspapers and periodicals if we had them now.

They also appear to have worried over a problem the solution of which we have not found yet, how to control the vandals and thieves who think that library books and periodicals are their natural spoils. Then, as now, chains and special holders proved useless and so the management committee had simply to trust that some day human nature would improve. We question if it has.

On November 27, 1905, it was moved by Messrs. E. C. Smith and John Whitehurst, "That the C.P.R. library shall be consolidated with a citizen's library providing satisfactory arrangements can be made, and that a committee consisting of Messrs. E. C. Smith, J. J. Bell, and S. Speed be appointed to meet representatives from the city with power to act' Shortly afterwards the joint committee met the representatives from the city being Messrs Jos Dyke, C W Jarvis, and Ross, when a special committee was appointed to interview the city council and see if suitable rooms could be had in the city hall Their request was acceded to and they were given the northeast room in the basement. By fall the rejuvenated board was at work, and consisted of President, Jos Dyke First Vice-President, C W Jarvis, Second Vice-President G H Reed, Third Vice-President P J Manion, Treasurer, F W Young Secretary, J J Wells, with a managing committee of Messrs L L Peltier A J Boreham E R Wayland J R Lumby, A Calhoun, E C Smith G Himmers, G W Brown and J Whitehurst S G Cole was appointed librarian, and a membership of $1 50 per year was to be charged to all users

In January, 1908, a committee was appointed to prepare a by-law, to submit to the council for the purpose of raising funds for the library, the request being for 5/16 of a mill On the strength of this grant, the board engaged Miss Nancy McLachlan to classify and make a shelf list of the books, which numbered about two thousand

So culminated the splendid efforts of these pioneers in the important branch of popular education known as the public library movement, and to them must the thanks largely be due for even present conditions They cultivated the soil and developed an intelligent public opinion in favor of the work without which the present well equipped building and attractive collection of books would have been quite impossible of attainment Conscious of this obligation, once more in closing let me name some of the men to whom we are especially indebted Mr R Bowman who conceived the idea and worked on it for months before he got any backing Mr A F Priest, who gave generously of his time and energy and Mr S Phipps, Mr G H Reed and especially Mr John Whitehurst who kept the lamp burning when both oil and wick were very low, and also Mr Jos Dyke, who, as representative of the city council, gave the cause of amalgamation sympathetic support In naming them, we express our thanks to them, not only as citizens but as the present representatives of the institution in which they were so deeply interested

THE DAWSON ROUTE TO THE NORTHWEST

Thunder Bay Sentinel Sept. 9, 1875

Our attention has been called to a pamphlet entitled 'Our Northern Empire,' written by Mr Ross, the well-known contractor, who built that portion of the Pacific railroad from Duluth to Moorhead Mr Ross gives a brief description of Manitoba and the Dawson route and as he is a thoroughly practical man, his remarks are of more than usual interest to intending settlers His pamphlet was written last year, and from his description it will be seen that the Dawson route has many advantages as a line of communication The following extracts will repay perusal

If economy be the object, go by steamer to Thunder Bay on Lake Superior, and thence by the Dawson route to Manitoba, principally in steamers, steam transport and portages over which teams and loaded wagons can go without breaking bulk As this route is new and comparatively unknown, and passes for 450 miles through a wilderness of dense forests, lakes and rivers and cascades inhabited only by Indians a more detailed description may be acceptable

ROUTE TO THE NORTHWEST.—Lake Superior may be regarded as the seaboard to the Northwest Territories It is of itself a great inland sea, and by means of the canals of the Dominion and the Sault Ste Marie canal of the United States, it is accessible during the season of navigation to vessels from the ocean

It is from this great lake that routes available or susceptible of being made so, as lines of communication with the vast unpeopled territories which have fallen to the lot of this Dominion must in the first instance be sought for, and any information regarding these from travellers or others will doubtless be acceptable to Canadians

In looking for a route to the interior of any country, regard must be had to a harbor which if such can be found should be in a place naturally safe and easy of access from the sea on one side and practicable as a starting point to roads on the other These conditions seem to be met with at Thunder Bay, formerly the grand emporium of the Fur Companies, and now the starting point of the road to Manitoba, commonly known as the 'Dawson route" The magnificent bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south, and further out Isle Royale, guarding it from the surge of the great lake. The Bay itself, however, is of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it, but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock, recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nepigon Bay, a landlocked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the west. It is claimed for it that it is completely sheltered, as it no doubt is, but it is objected to, on the other hand, that it is shallow (the Pays Plat, of the Voyageurs), so intricate as to be impracticable of navigation to sailing vessels without the aid of a tug, and so completely landlocked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fortnight or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it opened the first week of May, while Nepigon was locked up with ice till the 23rd.

The steamers, it is said, navigate Thunder Bay all through November, while Nepigon Bay is closed with the first cold weather, and finally, that Thunder Bay is easy of access to sailing vessels at all times. On the other hand it is claimed for Nepigon Bay that it is 80 miles further east, and that the railroad route from it to Manitoba is no greater than from Thunder Bay. There is a diversity of opinion as to the best route for the main line: some advocate the lake shores to Nepigon Bay, others the same line continued to Thunder Bay, while a third favor a route to the north of those in question, along the English River and Lake water system stretching east and west between Lake Nepigon and old Fort Garry at the head of deep water on the Red River, 30 miles from Lake Winnipeg, and thence west to the southwest angle of Lake Manitoba, others, mariners, etc., from Ottawa to the Georgian Bay, and by rail straight to Garry. Thunder Bay has the advantage at least in the fact that it has warm advocates in the population of Prince Arthur's Landing, who do not fail to sound its praises, while Nepigon Bay reposes amidst unbroken forests in the silence of nature. A little to the west of Prince Arthur's Landing is the valley of the Kaministiquia, where there is said to be a great deal of agricultural land, and it is highly desirable that settlement should be encouraged, for the want of the bulkier articles of agricultural produce must, for some time to come, operate disadvantageously both in keeping open lines of communication, and to the mining interests now coming into prominence in this district. Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the Thunder Bay Road. This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled and in good condition throughout. On this road a large number of wagons are maintained for the conveyance of passengers and freight. There are stations at intervals of 15 miles with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and to judge from the crops in the little clearings already made, would prove very productive on cultivation.

SHEBANDOWAN LAKE. This lake possesses a steam tug and a barge and a number of boats, which are maintained for the conveyance of passengers and freight. The tug has a run of twenty miles between Shebandowan and Kashaborive Stations, at both of which places there is good accommodation for emigrants. Kashaborive Portage is a well-gravelled road, three-quarters of a mile in length, leading from Shebandowan to Kashaborive Lake, a smooth stretch of nine miles, and the last on the eastern slope of the watershed. On this lake a tug and barge are also maintained.

HEIGHT OF LAND carrying place or portage, is one mile in length, and leads from the lake last mentioned to Lac des Milles Lacs, a large sheet of water tributary to the Winnipeg. This lake sends bays and arms in every direction, and it is quite bewildering from the number of islands with which it is everywhere studded. There seems to be abundance of fine timber in the country of Lac des Milles Lacs, and the natives report extensive groves in the Seine, the river by which it sends its waters to Rainy Lake. On this lake the tug has a run of twenty miles to Baril Portage, a carrying place only sixteen chains in length.

BARIL LAKE, the next of the water stretches, is eight miles in length. A tug and a barge are placed upon it for the transport of passengers and freight to Brule Portage, twenty-one chains long, where comfortable houses have been constructed for the accommodation of emigrants.

WINDEGOOSTIGOON LAKE, fourteen miles in length, stretches between Brule and French Portages, at which latter place, in order to facilitate navigation, a drain has been built. A tug with a number of boats traverse the lake daily, carrying passengers, etc. On French Portage, the frames of two barges have been put up, one intended for Windegoostigoon, and the other for Kaogassikok Lake. French Portage is a mile and fifty chains in length, gravelled and in excellent condition.

KAOGASSIKOK LAKE, with Little French Lake and River, rendered navigable by means of a dam, forms a sheet of water sixteen miles in length. A tug and barge, the latter of a different type from, and smaller than, those in the upper lakes, afford the necessary means of transportation at present, but a larger barge will be afloat soon. Pine Portage, at the west end of Kaogassikok Lake, and Deux Rivieres Portage, are in close proximity, the former thirty-six chains and the latter thirty in length. An intervening pond or lakelet is crossed in boats. Pine timber of large size and good quality is abundant about these portages, and it is said, there are extensive groves of these woods inland.

STURGEON LAKE is navigable for a distance of seventeen miles between Deux Rivieres and the Maligne, having been rendered so by means of a dam. At Island Portage, also, it is proposed to build a dam, a most important work, which, when completed, will raise the waters of the Maligne River to a height sufficient to make navigation of slack water between the dam last mentioned and Island Portage. At present there are some rapids and ripples, which render it necessary to maintain a considerable force of voyageurs. When the dam above mentioned is completed, steam will be used here, as upon all the other sections.

NEQUAQUON LAKE or **LAC LA CROIX**. Island Portage above mentioned is only fifty yards in length. Baggage is passed over on a slide. Lac la Croix, a fine sheet of water studded with islands, is rapidly passed over by means of a tug and barge. The next great portage or, as it is called, the Nequaquon, leading from Lac la Croix to Namuekan Lake, is three miles in length. By the opening of this portage the long detour by the Loon River has been avoided, and twenty miles in distance saved.

NAMUEKAN LAKE. This is a fine sheet of water full of islands and on it a barge and tugs are always in readiness for the conveyance of passengers and freight between Nequaquon and Kettle Falls at the head of Rainy Lake. The portage at Kettle Falls is short and the fall only eight feet. Arrived at Rainy Lake, a handsome and powerful steamer is in readiness to carry passengers to Fort Frances, a distance of forty-seven miles. Rainy Lake is a fine sheet of water extending its arms far to the north and east, receiving numerous tributaries from various directions, the principal of which are Sturgeon River, the Seine, and the Manitou. The aggregate area drained by these rivers is not short of fifty thousand square miles, and in many parts of this extensive region there are valuable forests of pine which will no doubt prove inviting to the lumbermen, a class of pioneers who have hitherto shown themselves the most valuable in opening the wild lands of the Dominion to settlement.

FORT FRANCES, once a grant emporium of the fur trade, and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's Fort presents unlimited water power and the ground is naturally well adapted for mill sites. Perhaps the day is not distant when these falls will rival the Chaudiere on the Ottawa in the number of mills they set in motion.

RAINY RIVER. From Fort Frances to the Lake of the Woods, the navigation is unbroken, and on either side of this magnificent stream the land is of a quality not to be surpassed, covered in general with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote time. In these openings are occasional mounds, which here as elsewhere, show the wide range of country which must have been occupied by the mound builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping stone to the prairie land of the west. From the mouth of the Rainy River to the northwest angle of the Lake of the Woods, the distance is about fifty miles, making with the Rainy River a stretch of one hundred and thirty miles of navigable waters. Navigation, however, extends to Rat Portage, some thirty or forty miles to the north of the northwest angle. From Rat Portage by the winding river of Winnipeg, is about 150 miles. Winnipeg River consists of a series of rivers and lakes, with rapids and short portages between them, and might, it is said, be rendered navigable at a moderate outlay. From the northwest angle to Fort Garry, by the road, is ninety-five miles, the first seventy miles being through wooded country and the balance through prairie.

Such is the Dawson Route in its general features. First a road of forty-five miles leading from Thunder Bay to Shebandowan Lake, then a series of navigable sections, with short portages between them, covering a distance of some three hundred and twenty miles, and lastly a road of ninety-five miles over level country, from the Lake of the Woods to Fort Garry.

The value of this line of communication even in its present state, affording as it does, the means of access through British territory to the North West, cannot be overestimated. Much has been done, but a great deal more still remains to be accomplished. Those only who have been accustomed to carry on operations in new countries can appreciate the difficulties which must have been encountered in opening up a line of four hundred and fifty miles through a wilderness of forest and lake, but to those who have thought of the future of the vast regions which have fallen to the inheritance of the Dominion it will appear but a very moderate beginning. There is nothing more striking in travelling over the Dawson Route, than the evident care that has been taken, to apply and distribute comparatively small means in the manner best adapted to produce a general result. No place has been neglected, and at no point, if exception be made of the necessary bridges, and dams and the large steamers, has there been any great expenditures. The outlay has been proportionate in the different sections and the result is a line available with about equal facilities throughout its entire extent.

In view of future and greater works, the value of this line becomes apparent. It will afford the means of transportation of men, material and supplies, for no time should be lost in increasing its capacity, and this might be done at a comparatively small outlay. Lines of telegraph along the whole route, but more especially on the lake roads at either end, are immediately necessary. They would lead to the saving of an amount equal to their cost in a year or two, and in the meantime, greatly tend to facilitate order and organization. The navigable sections might be connected in most cases very easily by locks, thus saving trans-shipment and plant.

In fact, the whole line might, without difficulty, be rendered navigable from Shebandowan westward to the Lake of the Woods, and, if this were done, and the great Pacific Railway or branch lines from it made to tap this water route at various points, a very large amount of timber would be rendered available, both for the supply of the prairie region, to the west, and the markets of the Dominion, and the adjoining States, to the east, while to the railway itself it would afford no small amount of traffic.

Taking, however, a wider view still of the subject, and considering the magnificent lakes and rivers on the Dawson Route, together with Lake Winnipeg, and the Saskatchewan, etc., in relation to the future, there is, in this remarkable chain of waters the means of making navigation continuous from Lake Superior to the Rocky Mountains; and I believe that any scheme of a Pacific Railway which should ignore or sacrifice the most direct and practicable route for the national thoroughfare, by which oceans and empires are to be connected, or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the north land, which at no distant day will be the seat and centre of a hundred millions of people, would be nothing less than a national misfortune.

But the government and the people of the British Empire are deeply interested, and desirous of connecting their far-extended Empire by the shortest and most practicable route. This route is from the west coast of Great Britain, across the Atlantic Ocean, on a westerly course, to the east coast of British America, and thence westerly across British America to the east shore of the Pacific Ocean, and from thence by the Pacific Ocean to Calcutta, Sidney, China, Japan, etc.

The advantages of this route are national as well as local, and present many important advantages.

1st.—It will connect over 200,000,000 British subjects with the seat of, and centre of, the Empire, by the shortest and cheapest route on the globe, and by the shortest route, the empires of China and Japan, with 500,000,000 of industrious people, with the commercial metropolis of the Dominion and the Empire, and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it, both in ancient times and in modern times.

2nd.—Much of the vast annual expenditures for transit on other lines would be disbursed on the new route, enriching the owners and country through which it passes and would open up for the settlement and occupation of the now overcrowded agriculturists of the Empire, the most fertile and largest unoccupied district in North America, from which the bread supplies of the artisans and the operatives of the Empire would come, and in turn would furnish a home market for the products of their industry, and thus distribute among the industrious classes of the Empire, millions sent abroad annually to purchase the food which the country cannot produce.

3rd.—It would annihilate the hopes of internal traitors who aim at the dissolution of the Empire.

4th.—And would render the nation independent of external rivals or foes. The route has an abundance of coal at each end and the centre, with open harbors the year round on either ocean.

PORT ARTHUR ONTARIO ITS INDUSTRIAL DEVELOPMENT

By Helen E Carthy, 1923

Population

1870	200 to 350	(records)
1885	1 500	"
1891	3 000	"
1901	3 214	census
1911	11,220	"
1921	14,886	"

Industries

1 C N R terminal works (coal docks warehouses, supply centre)

2 Northern Navigational terminal port Supply centres, elevators freight sheds

3 Port Arthur Ship Building Co

4 Pigeon River Saw Mill

5 Atikokan Blast Furnace

6 Shaniah Pulp and Paper Co

7 Port Arthur Pulp and Paper Co

8 Port of call for two transcontinental railways and for several steamship lines

9 Provincial Paper Mills

10 Fishing

11 Tourist trade Outfitting hunters' and campers' parties Guide centre

Note —I have not been able to secure accurate information regarding the number of men employed

Sources of Information

Records of the Thunder Bay Historical Society
Census returns
Parliamentary records of the Province of Ontario
Folders issued by—
    The Canadian National Railway
    The Port Arthur and Fort William Boards of Trade.
    The Peninsula and Northern Navigation Co
Public and High School Histories of Canada
Handbook of Commercial Geography by Chisholm
Canadian School Atlas
Provincial map, "Part of the District of Thunder Bay"

On the cover of a booklet issued by one of the development companies of Port Arthur these slogans appear —

"Yesterday! the rendezvous and mart of the voyageur and fur trader."

"To-day! The Great Lakes outlet for the commerce of Western Canada, an industrial site in development."

To one who has lived in either of the Twin Cities, these slogans carry their own authority and need no justification or explanation, but since few have had that experience we shall try to establish, by a study of the historical and geographical factors, the logical connection between "Yesterday and To-day."

The claims quoted above are advanced not for Port Arthur alone, but for Fort William, and indeed in such a study as this one cannot neglect the beginning and growth of the latter city, for in many respects, as the appellation 'Twin Cities' would suggest, the two are bound up in the same bonds of life. The heart of Port Arthur's business district is but four miles distant from the business centre of Fort William. The intervening area is a level stretch of reclaimed swamp land, known as "Intercity." It is peopled entirely by foreigners, the majority of whom are Poles, Russians and Scandinavians. This region, which is within the limits of Port Arthur, and yet lies beyond the border of the city proper, has neither healthfulness nor natural beauty to recommend it. Its low-lying acres are almost wholly under the control of an English company of real estate speculators with extensive interests throughout Western Canada. It lacks many of the conveniences of modern life, and constitutes a real barrier to the merging of the two cities.

But if the land lying between them separates the Twin Cities, the water of Thunder Bay unites them. Both lie within the limits of that great picturesque natural harbor whose entrance is guarded by Pie Island, and the romantic Sleeping Giant, whose noble form tapers down to Thunder Cape. Nor is this the only way in which the water highway makes possible a common advantage. The cities are approximately four hundred miles from Winnipeg, the grain centre of the west. To quote from one of the folders mentioned: "The four hundred miles of almost virgin wilderness may be likened to the neck of a great bottle, through which is poured the great and increasing volume of wheat and other products. Winnipeg is the inlet to this neck, Port Arthur and Fort William the outlet."

From this it will be seen that the situation of Port Arthur is unusually favorable to development. Two hundred or so miles distant, at the extreme tip of Lake Superior, are the U.S.

Ports of Duluth and Superior, the outlets for the rich northern Mississippi States. With Duluth, Port Arthur is connected by rail (a branch line running south from Fort Frances), by direct water route, and by a new scenic road, "The Scott Highway," which links Port Arthur to the great automobile routes of the United States. To the north, east and west lie regions famous for hunting, fishing, and camping—regions whose natural beauties are hard to surpass. The forest and mineral wealth of this region is difficult to estimate, and much of it is as yet untouched. The rapids and falls of the innumerable rivers ensure practically inexhaustible electric power and much of the land will amply repay cultivation. The cool water of a multitude of lakes, bays, rivers and of Lake Superior itself, makes fishing not only a lucrative industry, but an attraction which draws to the district large numbers of campers and sportsmen. Last, but not least, the development of the Western Provinces has given Port Arthur a commanding position as an inland port and place of trans-shipment.

The exploration and settlement of the prairies is perhaps the most important of our historical events. The Northwest Company, organized in 1783, immediately found itself engaged in bitter rivalry with the Hudson's Bay Company, then over a century old. The latter company had clung tenaciously to its policy of staying at home, and thus forcing the Indian fur traders to come, no matter how great the intervening distance, to their trading posts on the Bay. This policy was dictated by their desire to keep the west and north locked up as long as possible, for settlers, as they well knew, would cluster round their posts, and drive the wild animals farther afield. Therefore, although Radisson and Groseilliers had rounded the western end of Lake Superior, they had established there no trading centre. It is certain, however, that the splendid geographical position of the spot on which Fort William now stands had long made it an Indian meeting place. There the Kaministiquia, fed by many streams and having its source in Dog Lake to the north, empties into Thunder Bay. It is part of a system of interlacing lakes and rivers which stretches far north and west.

The Northwest Company recognized that they could not compete with the older company unless they adopted the policy of establishing trading posts in the west. They immediately saw the strategic and commercial possibilities of the site at the river's mouth, and a great warehouse was built. This was the place where the leading traders met yearly to plan their work. So we see justified the first slogan: "Yesterday, the rendezvous and mart of the fur traders' We must add that in 1678 a single fur trader, Daniel Greysolon Duluth had built a house near the river's mouth and from that vantage point had carried on a fur trade with the Indians After Lord Selkirk's attempt to found a colony in Manitoba had partly failed, the two rival companies were forced to unite and Fort William continued to serve as a centre for the fur trade

This part of our history seems to concern Fort William alone but as the fur traders opened up the district and made it known and also pushed ever farther west and northwest their activities form the necessary introduction for the history of the development of Port Arthur In old records we are told that in 1863 there were but three or four buildings in Fort William and none in Port Arthur although we know that a little fur trade was carried on in the latter place In 1857 too the S J Dawson expedition of which we shall hear more later was fitted out from there for its work in opening the route to the Red River country By 1867 seven miles of wagon road had been built, out from Port Arthur In the meantime silver had been discovered in mines in the district, and in 1868 with the opening of the Thunder Bay and Shuniah Silver mines employing a force of about seventy men the real history of Port Arthur commenced Other mines such as the Silver Harbor, and the 3A, were discovered about this time Stores were needed to supply the demands of this industry, and in the same year the first two merchants, of what is now Port Arthur opened a general store and restaurant

Two years later the place acquired another sort of prominence, through the Red River Rebellion The force sent to suppress the rebels under the command of General Wolseley landed at the "Station," as it was then known The place was rechristened as Prince Arthur's Landing and became the temporary headquarters of the expeditionary force The population at that time was given variously as from 200 to 350 in addition to a floating population of hunters prospectors engineers and other soldiers of fortune

There are various reasons given for the establishment of this small centre so close to Fort William Port Arthur rises from the water front by a series of terraces to a height of about 400 feet and the beauty of the panorama before one at that height is truly magnificent This great natural beauty with perfect drainage combined to make it a most healthful and desirable place of residence for those whose business interests were in Fort William, but who wished to live their family life at a greater distance from the Indians At that time too the sand bar which had been formed across the mouth of the Kaministiquia prevented all but the smaller vessels from landing and "The Station" lay directly in front of ships entering Thunder Bay Thus a small band of pioneers found homes and formed the nucleus of the present city

Wolseley's expedition was to be of importance to the little village In the first place it put it on the map More immediately important was the complete opening up of the Dawson Road as a highway for the troops This road connects Port Arthur with the Shebandowan Lake district forty-six miles distant

So much for the early land transportation "The Fathers of Confederation" were primarily responsible for its later development By 1885 the C P R was completed and it ran through Port Arthur In 1889 the Port Arthur Duluth and Western Railway was built It eventually became a part of the Canadian Northern system which in 1902 chose Port Arthur as its terminal point At that time it ran from Port Arthur westward but in 1913 the line was completed eastward thus connecting Port Arthur with old Ontario and the east About this time the third transcontinental railway the Grand Trunk Pacific was completed, and Port Arthur found itself able to communicate with both east and west by means of three great systems

We now turn to the water route and to the history of the harbor The Royal Commission on Transportation reported thus of it "The harbors of Thunder Bay are of national importance in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor and should be laid out on a broad and comprehensive basis taking in all the water from Bare Point north of Port Arthur to the mouth of the Kaministiquia River up that river to lot 10 Concession 1, and including the Mission River to deep water in the bay " This advice gives the necessary justification for my treatment of the two harbors as one

In 1823 a hydrographic survey had unfolded the harbor possibilities of Thunder Bay As Mr A L Russell D L S, puts it "The magnificent roadway for vessels existing in Thunder Bay is some thirty by fifteen miles in extent—is capable of accommodating in security the Navy which to-day 1915 ensures an ultimate victory for the 'freedom of the seas'" Previous to 1829, five vessels plying along the lake on business for the fur trading companies had made use of the harbors. In 1867-68 the first dock was built by the Thunder Bay Mining Company. It was 180 feet long and was situated one and a half miles east of Current River. Wolseley's expedition brought prominently into parliamentary view the convenience and safety of the harbor, and also its lack of adequate docking facilities. A plan for a 600-foot government dock was then prepared, and soundings taken. The following year, 1871, matters were brought to a head by the survey for the proposed C. P. Railway. Nepigon now entered the lists as a formidable rival for the terminal harbor on Lake Superior. The battle was keen, bitter, and not without interest from a political point of view. At one time Nepigon had apparently gained the coveted boon but the contest finally saw Port Arthur victorious. Mention of this incident is not impertinent here, for on the result the future of the little town largely depended.

After the coming of the railway, new docks and other improvements were necessary, and these were built to keep up with the ever increasing trade. In order to provide an inner harbor, a breakwater was begun in 1883. As it was soon found inadequate for the large tonnage vessels of the following decades, extensive reconstruction and extension was undertaken. The breakwater extends from within 1,500 feet of the south city limit, to within 500 feet of the Kaministiquia channel. This inner harbor has, by dredging, been given a uniform depth of twenty-six feet. The federal government alone has spent over $20,000,000 on the development of these harbors, which now have over thirty-six miles of deep water frontage. By utilizing all the harbor space of Thunder Bay, 100 miles of such frontage could be developed.

To-day it is not uncommon for a freighter to leave with over 500,000 bushels of wheat in her hold. She may come into port, unload a cargo of nearly 15,000 tons of coal, and leave within seventy-two hours, carrying an equal weight of grain. Vessels of 14,000 tonnage may leave this port, almost in the centre of the southern strip of Canada, and over 2,000 miles from the straits of Belle Isle, bound for Liverpool, 3,835 miles distant. This would not be possible were it not for the excellent harbor facilities, and for the system of canals along the way. The Sault Ste. Marie Canal, the Welland, the Lachine and other canals on the St. Lawrence have all contributed to Port Arthur's development. They have been deepened and otherwise improved from time to time to allow ocean going vessels to pass through them.

Other aids to Port Arthur's shipping trade are the Government lighthouses within Thunder Bay and all along the water highway, the storm-signal station and the ice breakers, all of which play an important part in prolonging and rendering safe the season of navigation In 1873 the steamer Erin took a 10 000 bushel shipment of wheat the first from the port from the fifth (?) dock built in Port Arthur To-day the elevators of the two cities have a record of handling approximately 400-000 000 bushels in one season The transportation facilities have kept pace with this increase of goods to be trans-shipped

Such is the history of the city' sharbor development The question naturally arises: "What made this necessary?" The answer is threefold—the discovery of rich mineral deposits, the building of the Canadian Pacific Railway and the active immigration policy of Sir Clifford Sifton, Minister of the Interior in the Laurier Government which came into power in 1896 When it is borne in mind that the population of Manitoba increased 78 per cent in the decade 1901-1911, further that those of Alberta and Saskatchewan increased over 400 per cent and that British Columbia's census returns also showed an increase of 119 per cent , the rapid development of Port Arthur which in 1901 was a town of 3,214 inhabitants, and in 1911 a city of 11 220 is more readily understood

In 1872 Port Arthur was incorporated as a village, its original site of 534 acres surveyed, and the lots sold at public auction A few years later when the "railway" was the centre of interest and expectation Port Arthur's first boom, well remembered by many old-timers sprang into being That the railway would choose this point for its district terminal was taken for granted, and property values jumped accordingly But Fort William was finally chosen, although the railway continued for some time to carry on its package freight business from Port Arthur When it wished to enlarge its sheds, a dispute arose between it and the city over the question of taxes An incident in this dispute was the seizure of a C P R train, by the city as a result of which the C P R closed their station in Port Arthur The threat of one of the company's officials that "he would make the grass grow in the streets" was almost fulfilled Thus collapsed the first "boom" and thus began that rivalry which to some extent has hindered the higher development of the two cities The question of municipal union has more than once been placed before the voters of these places whose interests are so identical, but has been turned down each time by either one city or the other

The withdrawal of the Canadian Pacific business was a crushing blow to the little town, as a comparison of the records of population shows. Growth was at a standstill from 1891 to 1901. But prosperous days were in store. The immigration policy of the Government was bearing fruit, and the one railway proved inadequate to handle either the incoming tide of settlers and their goods, or the outgoing harvest of wheat. In 1902 the Canadian Northern Railway, which had been buying up short lines and uniting them in one great system, decided to make Port Arthur a terminal point and the construction of warehouses, docks, elevators, and all necessary facilities for handling freight and passenger traffic were begun immediately. The railway at first ran westward only, but the years 1911-13 saw its extension eastward as far as Toronto. By this time a third railway, the G.T.P., was running through the city, as even two transcontinental railways had been unable to handle the traffic between East and West. During these years of railway activity, extensive immigration, and bountiful wheat harvests, Port Arthur experienced her second "boom," and real estate once more soared. At this time, to quote a well informed resident, "the town was extended beyond the wildest hopes of the most sanguine, and utilities and roads constructed that will not be used for two generations." This period of speculation came to an end in 1914, and while the city is still suffering from the results in the form of a high rate of taxation, growth has been steady, although slow. Another result of this abnormal time, is that many of Port Arthur's citizens are landpoor at the present time. That is, they hold land on which taxes are high, and which cannot be disposed of until a new period of financial and industrial activity re-invigorates Canada, and particularly the West.

From the foregoing it will be readily seen that Port Arthur has owed much to the railways which enter her doors, and to the C.N.R. especially. The entrance of the latter changed her in one decade from a town of three thousand to a city of eleven thousand inhabitants, and made her one of the world's great ports of trans-shipment.

The question of railways and their transportation facilities naturally leads to elevators, and coal docks, and sheds. The first shed was built in Port Arthur in 1883, and in that year the first shipment of grain, unloaded in bags from the cars, and conveyed to the vessel by wheelbarrows, left the harbor. The next year saw the building of the first elevator, with a capacity of 350,000 bushels. The crops of 1884, 1885, and particularly the great crop of 1887, made necessary increased accommodation.

To-day there are at least twenty-nine elevators in the two cities, of which Port Arthur possesses its fair share The largest elevator in the world, with a storage capacity of 9,500,000 bushels, is on its waterfront These huge storage vaults furnish employment for a large percentage of Port Arthur's population

The handling of coal, both bituminous and anthracite, is another important industry, which depends on the C N R The great ore and grain carriers, as return cargo and ballast, fill their holds with coal from the Lake Erie ports This makes possible a low freight rate, and therefore the profitable handling of coal The company handles and stores but does not buy or sell coal for use in New Ontario and the West The coal may be discharged directly into the railway cars or may be stored in the docks, which have a frontage of 600 feet, and are capable of accommodating the largest boat on the lakes They are fully equipped for rapid work and have an annual capacity of over 1,000,000 tons The C N R used about one-half of this amount for its own operating purposes, the remainder is for dealers The company commenced to operate the coal docks in 1906, four years before the Northern Navigation Company's fleet began to sail from Port Arthur

The freighters leaving the city's wharves carry ore as well as grain Port Arthur lies in a region of great mineral wealth, most of which is undeveloped A paper read by Thos Macfarlane, Esq , in Montreal, in 1879, has this to say apropos of a visit made to Thunder Bay in connection with the discovery of Silver Islet, and the development of the infant mining industry "With a country of rock mainly composed of grayish flags and red and white sandstone, and these lying in an almost horizontal position the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks I remember however, that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper, had originally been undervalued by geologists who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing preconceived ideas to interfere with the thoroughness of the search" This attitude was rewarded by the discovery of silver nuggets close to the water's edge, discovered while blasting out some of the galena The view was found to be very rich yet the Montreal Mining Company who controlled the shares, were in favor of selling rather than working However it did operate for two years, the total value of the silver produced in that time being $23,115 35 The property was then sold to certain capitalists in New York and Detroit, who spent a good deal of money in developing the mine, a difficult and expensive procedure owing to the fact that much of the vein lay under water. In a little over a year the production of ore was valued at over $740,000. The total yield to date has been valued at about three millions. The history of this mine is very interesting, as the richest deposits were stumbled upon quite accidentally, and the veins seemed often to change in character. Its active existence is (humanly speaking) terminated, for the fierce storms of the winter of 1884-85 did their work, and all the galleries, shafts and passages of the mine are now filled with water. The subterranean recesses of Silver Islet probably have much silver buried in their depths, but the cost of pumping out the mine would be a costly preliminary to the resumption of operations, and it is not likely to be undertaken when other good mines are more easily available.

Practically all the silver mines of the district are largely controlled by U.S. capitalists, who, for reasons of their own, have delayed development. A great difficulty is that, as at Silver Islet, much of the ore is found in pockets, and the seams are difficult to follow. In 1891, five mines were in operation in the Thunder Bay district, all in the district south of the Kaministiquia.

To-day, in spite of the mineral wealth with which she is surrounded, one hears little in Port Arthur of mining operations, though the Atikokan Blast Furnace is a busy reminder of the iron wealth of the district. Yet the discovery of silver had much to do with the early growth of the town, and may be of great importance to her later development. In Port Arthur, Holy Scripture prophecies are true even now, for one *may* walk on amethysts. It is doubtless unnecessary to say that they are of little or no commercial value. Barytes, copper, tin, iron, gold, lead and zinc, molybdenum, nickel, iron pyrites, and building stone, are all found in the district, as well as agates and other semi-precious stones. This rich region stretches from Shebandowan to Nepigon.

The latter region is famous not only for its scenery, its fishing and hunting, but more, practically, for its electrical development and its forests of pulpwood, which provide Port Arthur with another important industry. The logs are cut and brought down the rivers in booms to the waters of the bay, where they are loaded on the freighters. The chief pulpwood forests of the district are in the Nepigon, Black Bay, Shebandowan and Dog Lake districts. The plants of the Shuniah Pulp and Paper Company, the Port Arthur Pulp and Paper Company, and the Pigeon River Saw Mills are dependent on this and the lumbering industries, as is also that of the Provincial Paper Mills. The fibre of the wood cut is recognized as the best of its kind for paper making. Water, free from all chemical impurities, unlimited and cheap electrical power, and an abundant supply of raw material make the paper making industry of importance to Port Arthur. Both it and the lumbering interests, however, have suffered from the exploitation and rivalry of companies who have no permanent interest in the district or in Canada, and in recent years both industries have been disturbed by the uncertain outcome of pending legislation. The question of timber limits is as important to the lumber companies as the question of bounties on iron is to the mining interests. The settler, however, clears his own limit, this necessary labor of clearing his farm providing him with a secondary industry which yields quick returns.

One may suppose that the Lake Superior region is unsuited for agriculture, but in many regions this is not the case. To quote: "as early as 1857, H. Y. Hind in his report to the Government on the district lying between Lake Superior and the mountains, stated that the land adjacent to the hills, Mackay and its range, gave promise of great agricultural wealth." This prophecy has been proved true. McIntyre Township in which Port Arthur is situated, is one of seven neighboring sections which, with Dorion Township nearer Nepigon, has yielded and is yielding the farmer rich returns. The area of these townships alone is about one sixth of that of England, so it is apparent that the soil has done its part in making possible the development of Port Arthur, and will contribute to its future, whatever that may be. Barley, and oats, among the grains, may be profitably grown. Many varieties of vegetables and some of the hardier small fruits have also proved very successful, as has also dairy farming. The townships referred to, with the exception of Dorion, were opened up about 1890, at the time when the Beaver and Rabbit Mines were opened and exploited. The same roads from the two towns served for the both purposes. Dorion to the east is a very fine country, and many farmers have found it profitable to cultivate its soil.

Port Arthur has two other industries which have not been mentioned yet, the tourist industry, and shipbuilding, with which is combined the manufacture of marine engines and machinery. The drydock gives employment to many of Port Arthur's citizens.

To her natural beauty, her situation as a sort of outpost of the northern country, of lake and forest, where fish, deer, and tourists' and hunters' camps abound, and to her unexcelled transportation facilities, Port Arthur owes her tourist trade Here come many sufferers from hay fever, sure of relief in the dry cool sunny climate that is one of the greatest charms of this district whose beauties are legion Nor is the city itself unappreciative of the finer things of life, as its churches, schools, and hundreds of beautifully situated and cared-for homes can testify Port Arthur and Fort William operate between them their own waterworks, electric railway and telephone systems Electric power is furnished from Cameron Falls station, on the Nepigon a plant which is capable of more than double its present development Humanly speaking, there will never be any lack of electric power in Port Arthur It is sold at a very reasonable rate, and is much used for domestic as well as industrial purposes The street lighting is as good as that of Toronto, and indeed in the matter of beauty or of public utilities, Port Arthur may well bear comparison with many larger cities Three public parks are included in its acreage of about 10,000, and its schools are numbered with the best in Ontario Every provision has been made for the physical, intellectual, social and religious welfare of its people, 50 per cent of whom are of British birth Russians come next with 10 per cent , the French with 5 per cent , the remainder being mostly Poles Italians, Scandinavians and Germans, in the order given With this large foreign population it is well that Port Arthur's earliest settlers were British born

The climate of Port Arthur, of which mention has been made, has also helped in determining her development, perhaps in delaying it as the majority of Ontario people at least, seem to think that it is extremely rigorous It may surprise such to know that the writer has found the bathing most delightful at the summer resorts along the northern shore of Thunder Bay, at seasons when the waters of Lake Ontario were too cold for comfort or pleasure Long bright warm summer days, with the blessing of cool nights, winters less severe than those of the prairie provinces dry, invigorating air and sufficient rainfall for agriculture have with perfect drainage and the purest of water made Port Arthur one of the most healthful cities of the Dominion

In summing up the development of this inland port, we must give first place to the situation This, with the unexcelled highways by rail and water which connect Port Arthur with

Eastern and Western Canada, the United States and even Europe itself, gives her and her sister city a unique position. With natural resources ready at her call, a progressive population, delightful climate, and magnificent natural surroundings, the third of the slogans with which this description began may well be justified:

"To-morrow! The ocean port to an empire and its millions of population, one of the greatest industrial centres of the North American continent!"

THUNDER BAY AND THE KAMINISTIQUIA HALF A CENTURY AGO

A LETTER FROM CATHERINE MOODIE VICKERS TO HER MOTHER, SUSANNA MOODIE

TORONTO, SUNDAY, August 31st, 1873

MY DEAREST MOTHER:

We returned home after a most delightful trip on Wednesday night and I have been so busy settling the house that I could not write sooner. I was so glad to get your letter before starting. I asked Robert to write and tell you how they all were when we were gone, but I have not seen him to see if he did so. The Grey and Bruce road is just finished to Owen Sound and Robert is travelling almost all the time looking after the new agents. I think that the moving about does him good. He is looking better than usual. I also told him to tell you that directly the McIntyres have paid their autumn visit, which will be sometime this coming month, we shall all be delighted to see you. It seems a long time since we have seen each other. Cherry has kept you amused this summer, but of course now that the wedding is over she will be returning home to Ottawa. I have never heard a word from Agnes since Cherry left Ottawa. Has she returned home and how are all the family? I have not heard from Cherry for a long time.

Georgie kept house while I was away and everything went on very well. Darling baby was quite well and all the others jolly. Victor, who went with us, enjoyed himself very much and was not the least trouble.

We had good company up with us—Lord and Lady Dunraven, Dr. Kingsley, author of "South Sea Bubbles," "Mrs. Brown at the Sea Side" and other humorous books, and Mrs. McEwan, of Glasgow. John had known Lord Dunraven as a boy, Wyndham Quinn, of Adair Abbey, Limerick, next door neighbor and intimate friend of the Blood Smyth's, who have always corresponded with John[1] sent all the Limerick papers for so many years. Mr. McEwan and he are partners of John's in several of the mining locations, so they were all very glad to meet and talk over the business matters, whilst I had great fun with the old Doctor, who is one of the most charming and entertaining of men, past middle age, somewhat above sixty, but full of life and energy, enjoyed everything he saw and heard. He has been all over the world and as a Yankee Doctor said of him, a perfect Encyclopedia. Every one was afraid to talk to the author but myself, and when we sat down for a quiet talk all the people gathered around to listen. This amused little Lady Dunraven very much. She is a dear quiet, affectionate little creature, no nonsense about her, and being stared at and pointed out as a curiosity annoyed her very much. Victor called her *Mrs.* Dunraven. One day she called him, "Victor, have you seen my husband anywhere?" "Which one, the fellow with the spectacles?" "Yes, the fellow with the spectacles is my husband. Ask him to come here." Back comes Victor. "I told the fellow with the spectacles, but he is talking to a lot of other fellows, and will come to you presently." Vic raised his hat like "the other fellows" and went off after having his red cheeks patted and admired. Lady Dunraven has three little girls—no boy yet. She is very frail and the old Doctor takes great care of her. Dr. Kingsley reminded me very much of Uncle Traill, but he smokes instead of snuffs. He knows Aunt Agnes but has not seen her for some years. They left us at Silver Islet and gave us a most pressing invitation to visit them at Adair should we ever go to Limerick. Lady Dunraven will certainly call to see me if she comes back by way of Toronto.

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[1] Her husband, John J. Vickers.

We had rather foggy, dull weather on our way up to Lake Superior and after passing Thunder Cape (which is over twelve hundred feet high), and getting into Thunder Bay, we had a thunderstorm which for grandeur I never expect to see surpassed,—the vivid flashes of lightning lighting up the mountains on each side of us and showing the black waves with their white caps around us on every side, then from all sides of us ribbons of fire ran up the sky in all shapes, more like rockets and fire works, whilst the thunder leaped from mountain to mountain in a continued roar, like nothing I ever heard before, and followed by a low growl. The lightning I suppose is attracted by the mineral deposits all around Thunder Bay. Certainly the whole locality is well named. If I were an artist I would choose Thunder Bay in a storm as the grandest representation of the end of the world. I could not help fancying when I looked over the side of the vessel that I would see old Charon launch his boat from the foot of Thunder Cape. Thunder Bay would be a magnificent Styx. How I wished that you could have seen that storm. The Captain who went with me to the extreme bow of the vessel, fearing I think that I would tumble over in my anxiety to see all the storm, said that so many people were afraid of thunder and lightning that he thought that he was the only person that admired lightning, but he had seldom seen it so fine as that night and was so glad to see someone else who liked to watch a storm. The morning was soft and misty when the little tug came to take us up the river to the Fort and everything so calm and lovely that it seemed impossible that such a storm had raged the night before. We found the McIntyres all well and Fanny and her tiny baby there to meet us—such a lovely little creature with such wise blue eyes. Fanny looks younger now than when she was at school.

We enjoyed two days seeing our friends at the Fort and dear John was so well—the change did him so much good—that he was anxious I should go to see some of his lots, so Mr. McIntyre suggested that as he had a picked crew of Indians waiting for the Governor of the Hudson's Bay Company, tents, canoe, etc., that I should take them and go up to see the Kakabeka Falls, thirty-three miles above Fort William, the Niagara of the North. So on Thursday morning at 8.00, Georgie McIntyre and myself took our seats in the middle of one of the grand bark canoes with our blankets under us, for we should have one night under canvas, pillows at our backs and waterproof sheets over us and our effects—John's big picnic basket with provisions for eight—George and myself, John McKellar and Willie Russell and our four brave and tried Indians, the most skilful managers of a canoe in the country, armed with paddles and the iron-tipped poles, the main stay of our frail bark when we should reach the rapids. For the first ten miles from Fort William to Point de Meuron, where steamboat navigation ceases, the river is wide and calm, the morning we started, like a mirror. The men paddled the ten miles without a halt. Just as we came in sight of the point, where Mr. McIntyre has a cottage, the rain, which had been threatening, came down in torrents and we remained a couple of hours, took our dinner, and as the Indians said it would not rain all day we started from there at 2.00 p.m. The rain continued falling at intervals all the afternoon but the wild beauty of the river made us forget it. Three miles above Point de Meuron at the entrance to Slate River, where John has a large amount of land, the scenery is beautiful beyond description; on our left Slate River dashing down through the mountains of slate among the beautiful little islands in the Kaministiquia. McKay's mountain behind us, the roaring rapids in front of us, and a beautiful natural meadow on our right with tall elm trees like a plantation, the dense forest rising behind. The greenness of this part of the country is something wonderful. One of the little islands opposite Slate

River we could compare to nothing but a salad bowl of fresh lettuce, the green was so vivid. After passing these islands the business of polling the canoe began. Our guide, the old Indian in the bow, stood up and with a careful eye scanned the foaming rapids, then with a few growls and waves of his hand gave the directions to the men after asking anxiously of Georgie if the lady would be afraid. They dislike cowards in a canoe. She assured them that I would not be nervous and when he had gone up the first rapid and I behaved myself they testified their approval by nods and grunts and I rewarded them by glasses of whiskey, tin cups I should say. Never did men require or deserve refreshment more. The fatigue is immense propelling a canoe, so heavily laden, by main strength up those roaring rapids with short stretches of paddling. The rapids continue for twenty miles, each one more beautiful than the last and more dangerous to ascend. Mr. McIntyre told the men to take me as much as possible in the canoe if I were not afraid, so at all the worst passages the guide and steersman remained in the canoe with Georgie and me, the gentlemen and the other Indians walking, the Indians carrying the baggage. The drawing of the canoe between rocks and waves is the most exciting thing I ever witnessed. Once in a while you feel the poles slip and the canoe is carried many yards down stream, then a sudden dart across the river to some little islet for safety whilst our boatmen wiped their streaming faces and recovered breath, then a fresh tug with the wild stream. I can hardly believe it now it is over that I was so calm and enjoyed the combat with those waters, —only that thin bark between me and instant death, for no one could stand a moment or even swim across those rapids, as we saw by the efforts made by a noble black Eskimo dog belonging to one of our men who had to run along the shore for miles to safe swimming places,—such a noble brute, who called to his master from the high banks, first on one side, then the other, sometimes behind us then far ahead.

At 7:00 p.m. we came to the camping ground, just seven miles below the falls. It was just dark and it seemed a strange place to sleep, the grass and trees wet as possible but the men soon tramped down the grass, lighted a fire, and pulled wet boughs for our beds, spread the waterproofs, made the beds, and pitched the tents, whilst George and I laid the tablecloth beside the fire and prepared the meal. Water was soon boiled in the tea kettle, the tea made and the Indians' pork fried and cake baked. At half past eight we shut up our tent and changed our clothing for dressing gowns and slippers and after praying in the wilderness for the dear ones at home settled ourselves to sleep The crackling of the fire kept me awake some time, the roaring of the rapids then the snoring of the gentlemen in the next tent, but at last all nature was still and we slept soundly until called at 7 00 a m

Oh but the waking was cold! The quick early breakfast did not warm us but a bright glorious sunrise did Such a morning on such a lovely river, the dew and rain drops sparkling on the trees and grass, the wild convolvulus and wild hops festooning the trees, and gay flowers I never saw before the red rocks in the river looking like lions and whales The rapids become more rapid the land higher on each side and by the great roar we knew that we were not far from one of nature's greatest wonders The sun shines brighter and every minute great patches of white foam pass us The beauty of that morning repaid us for the fatigue of the long journey, our damp clothes and cramped feet, to say nothing of fly bites which we knew were on our faces hands and bleeding necks, but who could wear a veil or other protection in such a scene

At 8 00 a m., after severe work, our men land us safely at the portage, about a mile below the falls, which are hidden by high rocks They spread our tents and bedding to dry and insist upon our taking a proper breakfast George and I help with the table but are too impatient to see the falls to eat George had been twice there before but was as anxious as myself After breakfast we leave two men to clear up, wash our bedding, etc No living creature there but flies and fishes With the canoe light we once more go into the rapids and a few vigorous efforts of our guide and steersman puts us past the projecting rocks I shall never forget my feelings There before us was the most glorious sight mortal eye could see Gilded and burnished by the morning sun the great current of water came rushing down nearly two hundred feet, the whole breadth of the river, no island or stone to break the outline—one pure torrent of snow-white foam, not clear or crystalline, but like a continuous mass of cream As it reaches the rapids below it breaks over the rocks which, from the quantity of iron in the neighborhood, are bright red The water in a glass is the color of brandy or sherry wine so you may imagine what it is when the sun shines on those stones. There is a little island formed originally no doubt by the gravel and stones carried down by the river but now covered by a few birches dogwood and young cherry trees, moss and wild vines just a little footing I may say, and here we landed so we could look our fill As we walked we were in the loveliest rainbow—the stones the trees everything gloriously colored with it Such a fairy island, such shabby folks all gilded by that rainbow—it seemed magic We were wet then with the spray but never thought of it Looking from the island the falls were directly in front of us, a high cliff of iron and slate on our right hand with giant trees which seemed in the clouds, on our left a steep mountain, or rather two one above the other covered with moss so green that eye could hardly look at it the lower hill quite round on top without trees or shrubs the upper one thickly wooded with cedar and tamarack from which hung long grey moss—grey-bearded trees with lovely moss all over the rocks, behind us the roaring rapids I wish I could paint the picture for you with your fat old daughter all ragged and rumpled looking at it with the tears streaming down her cheeks, our Indians leaning on their poles silent and still Do they feel as we feel about such things?

We stayed an hour then returned to the camp and climbed the mountain from the back and walked along the edge of the highest mountain looking down into the shining abyss When there, by careful climbing, we find deep, natural steps in the slate rock and we go down about half the height of the falls and look up and down and into their beauties again drenched with spray and the waters of the actual falls washing our feet After the poor human vanity of scratching our names on the rocks, we climb back to the summit of the mountain and gather mosses and that lovely flower which seems to grow wild only in sight of rushing water, the columbine so fragile and lovely We stumble our way down over broken trees and rocks slippery mosses, and millions of pigeon berries blue berries and raspberries where there are neither humans nor birds to gather them; back once more to camp, our shoes worn out, our faces one mass of blood, our clothes in rags and tatters but happy and satisfied and actually hungry At 2-00 p m we leave our camp and turn our looks upon a scene which I do not think it likely I shall ever see in the flesh again but to be remembered and thought of so long as I have the heart to admire God's wonderful works

I shall be satisfied for my children to see them and think that I actually had courage and strength to climb those rocks and worship at nature's shrine, before it and they were marred by the hand of man—no taverns or curiosity shops or railways no steam whistle to bring one down to everyday life

Our journey down the rapids was quick exciting work Four hours brought us back to the first mark of civilization—in Canada, the sawlog Two hours steady paddling and we see the sun set on old McKay's red sides reflected in the still river The mountain looks like Windsor Castle illuminated. We now meet canoes and boats and see the lights in the little log houses at the Catholic Mission, and 8.00 p.m. Friday, August 22nd, land safely at the Fort Good Mrs. McIntyre and Victor are at the wharf to meet us, dear Papa getting very uneasy as it is so late We eat a good tea, take off our old clothes, go to sleep and are all right next day, excepting the horrid fly bites which are not well yet Saturday we see our friends and pack up, Sunday we say farewell, and to night just a week from then

I have scribbled all this just for your amusement and have not told one-half. When you come up I will tell all the rest The children are never tired hearing my adventures and consider me a great traveller

I brought home some trophies in the way of stones, moss, etc

I must stop now It has struck 12 00 and all are in bed asleep I fear you will not be able to read this scrawl Give my love to Aunt Cherry, Katie and all friends, and believe me as ever your loving daughter

KATIE VICKERS

A SHORT HISTORY OF LAKE NAVIGATION

BY C. H. KEEP (IN THE MARINE REVIEW)

The commerce of Lake Superior was developed long after that on the lower lakes had become firmly established. It is better, therefore, to give a short account of its growth in a separate paragraph. For the following account the writer is indebted to Mr. J. T. Whiting, General Agent, Western Transit Company, Detroit. Mr. Whiting's acquaintance with the Lake Superior trade goes back to the beginning and has continued to the present day (1892). There is no one better qualified to speak of its every detail from personal observation. Mr. Whiting's history is given in his own words in so far as his personal connection with early navigation is concerned.

From record and tradition (from both of which is borrowed more or less in preparing that portion of this article relating to incidents prior to 1842), it appears that Lake Superior was navigated from about 1800 by vessels of the Hudson Bay and American Fur Companies.

A vessel named the Recovery, owned by the British Northwest Co., was one of those so employed. In the War of 1812 the parties owning the Recovery were fearful that she might be captured by U.S. forces, and history, well known to the older inhabitants of Lake Superior, tells us that she was placed in one of the deep narrow bays on the northwest end of Isle Royale, known as McCargo's Cove, which was then under the control of the British Government. Her spars were taken out, and her hull entirely covered over with branches of trees and brush wood. On the advent of peace she was brought from her hiding place, refitted and put into commission again, run over the rapids at Sault Ste. Marie, and placed in the lumber trade on Lake Erie under the command of Captain John Fellows of Fort Erie. She was about 150 tons burden, and brigantine rigged.

Another vessel named the Mink was also on Lake Superior before the war. She was also subsequently brought down over the rapids, and employed in a general business during the balance of her life. About 1834 the American Fur Company decided to build what was then termed a large vessel, for the navigation of Lake Superior. When built and completed under the direction of Messrs. Ramsay Crooks and Oliver Newberry, she was placed under the command of Capt. Charles C. Stanard, who in years after became well known and very popular commander of steamers in the Buffalo, Detroit, and Chicago trade. This vessel was named the John Jacob Astor, and was the first U.S. vessel launched upon Lake Superior. Her timbers and planks were gotten out at Black River, Ohio, in the fall of that year (1834), and were shipped to Sault Ste. Marie, and from there hauled (carted) across the portage to the head of the rapids, where her keel was laid and the vessel launched about the 1st of August, 1835. It was while Captain Stanard was in command of this vessel that he discovered the well-known rock, afterwards named Stanard's Rock, situated in Keweenaw Bay, on which the U.S. Government has since built a first-class lighthouse. Captain Stanard remained master of the Astor till 1842, after which Capt. J. B. Angus, a well-known navigator of the lake, became master and remained in charge until she was wrecked at Cooper Harbor sometime in September, 1844, while landing a cargo of material to be used in building Fort Wilkins.

The American Fur Company built two vessels in the years 1837 and 1838, one of which, owing to faulty construction, was never launched, while the other is supposed to have been put into commission, but her name, as well as her history, has been lost.

The schooner William Brewster, of about seventy tons, was launched in August, 1838, and in that fall, fearing she could not be kept profitably employed, she was run over the Sault Rapids, and afterward engaged in the general business of the lakes. The timbers of the Brewster, like those of the Astor, were gotten out in Ohio, carried to Sault Ste. Marie, carted across to the head of the rapids where they were set up, and the vessel finished.

In the spring of 1846, the steamer Benjamin Franklin was put upon the route, where she continued to run until 1850, when she was wrecked at Thunder Bay, Lake Huron. These were followed at intervals as the exigencies of the trade required, by the steamers Northerner, London, Tecumseh, Albany, Illinois, E. K. Collins, North Star, and the propellers Goliath and Peninsular, as well as the two small steamers the Gore and Plowboy, which were put on the Canadian route between Owen Sound and the Sault. These were, as a rule, all light-draught vessels, and had comparatively little difficulty in navigating St. Mary's River, as it was then the greatest obstacle on that part, known as Lake George, where the channel then ran in close proximity to the Canadian shore, and in which about two miles from the western end of the lake a bar existed that at times caused serious trouble—so much so, that the American Fur Company, after the building of the brig Ramsay Crooks in the absence of tugs or other steam assistance, was forced to build a crib or pier on either side of the bar, for the purpose of heaving the vessel over it, and at times lightening her, again transferring the freight by small boats or scows to the vessel after getting her over the bar into deep water. This same pier being kept in repair was used more or less for the same purpose by other vessels until the deepening of a more direct channel through Lake George by the U.S. Government after the opening of the Sault Canal in 1855. With the view of showing the extent of the transposition of freights, baggage, mining companies' supplies, between Lake Huron, the Sault River and Lake Superior, it may be well here to say that the late Sheldon McKnight, of Detroit, holding an official commission from the government, as connected with the permits for the exploration of the copper mines of Lake Superior, and residing at the Soo during 1844-45, did all the transferring across the portage thereat by means of one old gray horse and a cart.

In the spring of 1846, the volume of business seemed to justify Mr. McKnight in building a warehouse and dock below the Rapids, to better facilitate the hauling of luggage and freights. During 1846-47 this was done by the firm of L. W. Tinker & Co., of which he was himself a member. The volume of freight had so increased in the meantime that they were obliged to add to the old gray horse and cart two double teams.

In the spring of 1848, the firm of L. W. Tinker and Co. having dissolved, Mr. McKnight employed Mr. T. J. T. Whiting, then of Detroit, to take charge of the business. Mr. Whiting found himself again obliged to increase the teaming facilities by adding thereto two more two-horse wagons and the necessary horses.

In 1850 the business had increased to such an extent that additional facilities for carrying freights in either direction across the portage induced Mr. McKnight to procure a charter for the formation of the Chippewa Portage Co., under which a light tram road was built, running across the portage, operated by horses, and connecting the warehouses and docks at either end thereof, which, with sundry changes in the location of the tram, in consequence of the building of the canal, continued in use most of the time by day and night through the season of navigation until the completion of the canal in 1855. By the tramway, under favorable circumstances, the company could move from 300 to 400 tons of freight, including mass copper, every twenty-four hours. About 1851 the firm of Spaulding and Bacon, general merchants at Sault Ste. Marie, with a view to accommodating business, brought them by the steamer Northerner, running from Cleveland and connecting with the propeller Manhattan on Lake Superior; these two boats being owned by S. W. and A. A. Turner, of Cleveland, placed teams on the route across the portage, but after some two years abandoned the same, and all such freights as well as those carried by the steamer E. K. Collins, on the Lake Huron route, and the side-wheel steamer, Sam Ward, on Lake Superior, were diverted into the hands of the Chippewa Portage Company, and there remained until the opening of the canal.

In the meantime the iron district of Lake Superior having become somewhat developed, and the production of copper having increased so rapidly as to force all interests to agitate the question of greatly enlarging facilities for meeting the necessities of a promised largely increasing traffic on Lake Superior, a preliminary survey for an estimate of the building of the St. Mary's fall ship canal was undertaken. In this enterprise the Hon. O. D. Conger took an active part, though we think that the late John Burt of Michigan was director of the survey. The reports thereof induced the U. S. government to donate to the State of Michigan 750,000 acres of public lands, stipulating, however, that the canal should not be less than 100 feet wide, and twelve feet deep, with two locks not less than 250 feet long and fifty feet wide. Mr. Charles T. Harvey having his attention called to the matter, instigated, though with much opposition from the government, that the size of the locks be increased to 350 feet in length, and seventy in width, with a lift of eighteen feet. These preliminary arrangements having been completed, Mr. Harvey was appointed general agent, and on June 4, 1853, the first sod was broken and the work commenced, and it was completed on the 18th of June, 1855. The steamer Illinois, commanded by Capt. Jack Wilson, was the first to pass through, and was followed the same evening by the Baltimore, under Capt. John Reed, bound down for Buffalo. Just here it might be right to say that Mr. Sheldon McKnight and the Chippewa Portage Company, prior to the completion of the canal, had placed the following named propellers and side-wheelers on the route between Buffalo, Cleveland, Detroit, Sault Ste. Marie and the various ports on Lake Superior, namely, the Monticello, Baltimore, Peninsular, Ben Franklin, London, Albany and Illinois, the Monticello, Baltimore and Peninsular having been hauled across the portage as business required.

In bringing this review of the early days of shipping on Lake Superior to a close it may be proper to call attention to the fact that the early navigators of Lake Superior, among whom we find the names of Capts. Stanard, John MacKay, Bendry, Smithwick Wood, Brown, John Stewart, Reed, Jack Wilson, Lamphier, Clark Averill, Angus, Reymond Rider, Caulding, Spaulding, Easterbrook, Sherman, Ripley, as pioneer masters, are entitled to credit for great skill in successfully navigating its unknown waters, unaided by any reliable charts, lighthouse or other governmental aids to navigation. It may be truthfully said, that they built better than they knew, for they, in connection with the early explorers and the successful investors and seekers after wealth on the shores of Lake Superior first gave birth to the thought that this Lake might be made part of one of the great highways between the Atlantic and Pacific oceans. They traversed unknown and unexplored waters with the success that was worthy of the enterprise, energy, watchfulness, skill manifested in their vocation, for, as we now recall, there was but one fatal casualty occurring among them, from the opening of navigation on Lake Superior in 1844 to the opening of the canal in 1855. This was the loss of the schooner Merchant, commanded by Capt. Brown, sailing from Sault Ste. Marie for Copper Harbor and other points, in the season of 1847. Neither she, nor any of her crew or passengers, were ever heard of again. As a matter of historical reference, it may be said that the first lighthouses on Lake Superior were built as follows: at Whitefish Point, in 1847, Copper Harbor, 1848, Eagle Harbor, 1850, Ontonagan, in 1852, and Marquette in 1853; while the first surveys of the south shore of Lake Superior within the limits of the U.S. were not commenced until the year 1855, and charts thereof were not issued until some years later.—(In the Fort William Times-Journal, Oct. 29, 1892.)

THE FIRST TELEGRAMS FROM AND TO THUNDER BAY

With Introductory Note by Neil McDougall

December 16, 1914

The enclosed copies of the first through telegrams between Thunder Bay and Winnipeg may be of interest to the Historical Society The originals are in my possession In August, 1877, we constructed the first portion of the line from P A Landing to the old Fort and the first messages exchanged were from and between the late Governor, John McIntyre and the late S J Dawson, M P The line was built under Oliver Davidson & Co , contractors, by John W Sefton, from Rat Portage to Winnipeg, and from Rat Portage east by Neil McDougall I was Superintendent for five years Our head office was in the celebrated old "Neebing," West Fort. The office in P A. was in charge of Ald W P Cooke, who is still occupying the same stand on Arthur Street to-day Ten-word messages to Ontario cost $2 00, at times replies were slow, but we could generally beat the dog team mails

Neil McDougall.

CANADIAN PACIFIC TELEGRAPHS

Thunder Bay Branch

All messages are received by this company for transmission subject to the terms and conditions printed on Form No 2, which terms have been agreed to by the sender of the following messages, etc

P J Brown, Manager.

Neil McDougall, Superintendent

Prince Arthur's Landing Ont
August 28th 1878

To The Mayor of the City of Winnipeg

The inhabitants of the Thunder Bay District send greeting and congratulations to the people of the City of Winnipeg upon the completion of the Canadian Pacific Telegraph from the waters of Lake Superior to the Prairie Province and they trust ere long the iron horse shall awaken the stillness of the now primeval forest and establish your better acquaintance with Thunder Bay the future outlet for the New Empire of the North West

Thomas Marks,
Reeve

[Same heading as in the preceding telegram]

WINNIPEG, Aug 29th, 1878

TO THOMAS MARKS, REEVE,
Prince Arthur's Landing

We are one with you in sentiment on the happy event of telegraphic connection between Thunder Bay and Winnipeg. We earnestly trust that your anticipations as to closer intercourse by means of the iron horse will be realized and that soon your Port will be filled with crafts, ready to secure the golden produce of our prairies. Pray with us that our rulers may reacquire the wisdom to see the necessity of completing this great work without further delay

THOMAS SCOTT,
Mayor.

LAKE SUPERIOR ITS DISCOVERY AND HISTORY

By Capt J W Hall

The first ever known of Lake Superior by whites was in 1641, when Charles Raymbault, and Isaac Jogues, Jesuit missionaries, visited the Ste Marie River, and were informed that beyond the foaming rapids was a lake called by them Kitchi-gami (Big Lake) They were followed in 1660 by Rene Mesnard, also a Jesuit missionary, who reached Point Keewenaw and, while crossing the portage, wandered into the woods from his companions and was never heard of afterward

The existence of copper in that region was known as early as 1666, when Father Claude Allouez discovered pieces of pure copper weighing from ten to twenty pounds In 1669, La Hontan visited the lake and discovered the copper mines as he records in his travels In 1721 P de Charlevoix passed through the lake on his way to New Mexico, and mentions the copper mines in his Journals It was again visited by Captain Carver in 1766, who in his book of travels published an account of the copper found on its shores The mines were worked as early as 1771, by a company composed of H R H The Duke of Gloucester, Secretary Townsend, Sir Samuel Tuckett, Bart, Mr Baxter, Consul of the Emperor of Russia, and Mr Cruikshank, in England, and Sir William Johnson Mr Bostwick and Mr Henry in America An air furnace was erected by this company at Point aux Pins Their mining operations were confined to the south shore of the lake to the Ontonogan River The object in forming this company was not for the purpose of obtaining copper but for the silver ore it might contain During the winter of 1771-72 they penetrated into the hill, forty feet in a vein of native copper which held out that distance In the spring, when the thaw came, the clay on which they had relied for its stiffness and neglected to prop up, caved in, when the enterprise was abandoned Traces of these early operations are distinctly visible at this late day in the vicinity of the great copper rock, weighing nearly two tons, which was removed by Julius Eldred of Detroit in 1845, and taken to the Navy Yard in Washington The commerce of Lake Superior, if such it might be called had its commencement in 1812, when a vessel of some forty tons called the Fur Trader, was built on that lake for the North West Fur Company, which was afterward run over the Sault Rapids and sustained such injuries as to render her useless She was the first craft that ever hazarded the attempt A vessel was built by the same company at the close of the war of 1812 She was secreted under the Island of Caribou, covered with bush, where she lay sunk for several years She was run over the Sault Rapids and during her descent both masts went by the board Soon after her arrival on the lower lakes, she was sold to Capt James Fellows of Fort Erie, Ontario, and Augustus Merwin of Cleveland, and named the Recovery, and for several years was employed in the lumber trade on Lake Erie, rigged as a brigantine but finally went to decay at Waterloo, opposite Black Rock She was 150 tons burden A voyage was made to the Sault in the brig Wellington in 1817, commanded by Capt Alexander McIntosh and piloted by Capt. John Hackett She took in tow a small steamer of 30 tons burden by the name of the Axmouth and on her arrival there was hauled over the portage on the Canadian side and relaunched in Lake Superior and delivered over to the North West Fur Co , and was the first vessel hauled over the portage

The second vessel that came over the Sault Rapids was the Mink, which took place in 1817 She suffered considerable damage, but was repaired and put into service on the lower lakes She was a British craft but was subsequently sold to U S owners, and survived for many years afterward In 1842 a vessel called the William Brewster was also run down the Sault Rapids, performing the hazardous attempt in safety Her frames were got out in Euclid Ohio, in 1838, shipped on board a vessel to the Sault, when she put together and launched in Lake Superior in August of that year, and was sailed by Capt John Wood

The above were the only feats of running boats down the Sault Rapids up to the opening of the ship canal in 1855 From 1815 to 1822 Lake Superior was navigated by only one small schooner It is recorded, however, that as early as 1806 the North West Fur Company owned two or three schooners that navigated these waters, the Mink above mentioned, being of that number, which finally sank and went to decay in the River Ronge below Detroit

The American Fur Company caused to be built "the Astor," the timbers of which were got out at Black River, Ohio, in the fall of 1834, and were shipped to the Sault in the spring following by Oliver Newberry, where she was put together She was finished in August and sailed for La Porte in command of Capt C C Stanard, who continued master of her until 1842, when his brother, Capt B A Stanard took charge of her She was

wrecked at Copper Harbor in 1844, where for several years afterward portions of her remains were visible.

In 1837, the Fur Company built two other vessels, of some twenty tons each. One of them, however, was never launched. The other, the Madeline, was sailed by Capt. Angus and was employed in the fish trade. In 1847 there was employed on Lake Superior two steamers and nine schooners, as follows: Str. Julia Palmer, Propellor Independence, Schooners Napoleon, Algonquin, Swallow, Merchant, Uncle Tom, Chippewa, Fur Trade, Siskawit, and White Fish. The Merchant was lost in June of that year with all on board, being temporarily in command of Capt. Robert Brown, of the Swallow, with several passengers on board.—(In the Port Arthur Sentinel, April 29, 1885, copied from the Cleveland Marine Record.)

THE RED RIVER EXPEDITION OF 1870

From the Thunder Bay Sentinel of Sept. 21, 1882

Now that the last trace of the work—the old stockade, nothing in itself of more importance than a landmark of the expeditionary force which landed here twelve years ago—has been removed from our shores, now that all the indications of civilized advancement are assuming such practical and decided shape in these once wild regions, and now that time has rendered the particulars of the events that established our beautiful town on the queen of fresh waters effete to all but a favored few of our townspeople, we think the occasion a good one to reprint the history of that time as associated with the Red River expedition which passed through here under General Lindsay. There is so much genuine information and interesting matter in the report issued by Mr. S. J. Dawson, the year following the expedition, that it is with reluctance that we feel compelled to curtail it. Nevertheless, to all who give it their attention, much will be found to repay them, and as we are in possession of about the only remaining copy of the report, the reproduction of it in our columns will be worth saving for reference. The report commences:

Early in the winter of last year, 1869-70, I received instructions from the Government to provide vessels of a class adapted to the navigation of waters in the unfrequented region intervening between Lake Superior and the Red River Settlement. A military force had to be sent through on the opening of navigation, and it was a matter of vital importance that the vessels should be of such a character to meet the exigencies of such a service.

The route for a distance of two hundred miles had never been traversed by any vessel larger or stronger than a bark canoe, and the chief officers of the H.B.C., who were supposed to be well acquainted with the country, had declared it to be impracticable to their boats. Among those who gave expression to this opinion was the late Sir George Simpson, Governor of the company, than whom no one could pretend to have greater experience in navigating the inland waters of British North America.

That distinguished gentleman, in a written communication to the Government which was subsequently published, had expressed his belief that the route was practicable to only bark canoes, and that these, as everyone acquainted with such vessels must accede, were not adapted to the transportation of troops.

So general was this opinion as to the character of the route, by Lake Superior, and so firmly fixed had it become, that the Imperial Government sent troops by way of Hudson's Bay to Fort Garry once in 1846, when a wing of the 60th Foot was led up from that icy sea, by Col. Crofton, and again in 1857, when several companies of the Canadian Rifles were sent out.

Having traversed the route by Lake Superior frequently, I was able to explain to the Government that the reports as to its impracticability were exaggerated, that it had been for many years the highway for the North West Fur Company, and that, after the mountainous country on the borders of Lake Superior was passed, that there would be no difficulty whatever in sending forward a force of considerable numbers by means of boats.

The suggestions which I had the honor to submit, in this regard, having been approved of, the services of the principal boat builders throughout Canada were speedily called into requisition. Early in January the first contracts were given out and the work of boat building went on without interruption until the opening of navigation. At the same time a number of flat scows were ordered for use in shallow rapids, and every article of outfit that could possibly be required whether in the way of rigging for the boats, tools for repairing them or outfit for the voyageurs, was provided in ample quantities.

I was further directed in January, 1870, to increase the force on the Thunder Bay road, in as far as the season and the nature of the locality would permit, so as to have the larger bridges completed and other necessary preparations made before the opening of navigation. In order the better to insure these instructions being carried out, an active and experienced officer, Mr. Lindsay Russell, was despatched by way of Superior City, from which place he had to walk two hundred miles on snow shoes to Thunder Bay. A copy of his instructions is attached, and I may here remark that he executed them with energy and skill.

It was at this time apprehended that the insurgents at Red River might endeavor to tamper with the Salteaux Indians, a tribe which occupies the country about Fort Frances and the Lake of the Woods, in formidable numbers, and in order to establish and keep friendly relations with these Indians, by direction of the Government, I sent instructions to a trusty agent at Fort William to proceed to Fort Frances where he had long resided, and to enter into communication with the leading men of the tribe. A copy of these instructions is hereto annexed.

Before the navigation opened it became necessary to secure the services of a number of skilled voyageurs to manage and navigate the boats, and agents were accordingly despatched to the various localities throughout the country where the desired men were to be found.

Furthermore, in hiring men for Public Works in view of the probability of the necessity arising of their being required as voyageurs, such only were engaged as had some experience in the navigation of inland waters of the country, or in driving logs in rapid rivers. The total number of men thus engaged, either as workmen or as voyageurs, was eight hundred, and it was kept at that number throughout the season.

Having been in communication with the military authorities at various times during the month of April, I was most careful to inform them as to the condition of the Thunder Bay road, and the character of the country generally, through which the expedition would have to pass. They were furnished with maps showing the length respectively of the portages and navigable sections, and in order that there might be no misapprehension as to the state of the road, I submitted to them a memorandum of which the following is a copy:—

Ottawa, Apr. 25, 1870.—When the work of road-making was brought to a close last fall, a section of twenty-five miles, reckoning from Thunder Bay, was practicable to wagons, with only one interruption at Kaministiquia, which was then unbridged, and continuing on the line an additional section of ten miles was cut in such a way as to be practicable for oxen with sleds or cars.

The two large rivers, the Kaministiquia and the Matawin, which cross the line were bridged last winter, and bridges are also built over the more considerable of the smaller streams, so that practically the work of bridging may be considered completed.

It may be added that portage roads were laid out and opened in so far as such work could be done in winter, between Shebandowan and Lac des Milles Lacs.

At the same time instructions were sent to the officers in charge to set all the available force to work on the road as soon as the snow should have cleared off, as to admit of operations thereon being resumed, so that about eighty men are by this time engaged on the unfinished sections of the line.

An additional force of 120 men will be sent to their aid by the first steamer, and a week later a further number of about twenty will go up.

The voyageurs who go up, in charge of the first shipment of boats, should, immediately on their arrival in Thunder Bay, be sent to open and improve the portages between Shebandowan and Rainy Lake, and for this purpose they can be supplied with canoes at Fort William, and outfit from the Government stores at the works.

Stables will be required at Thunder Bay, at the half-way house and at Shebandowan, together with tents or huts for the accommodation of the teamsters. Intermediate between the half-way station and Thunder Bay on the one side, and between the first named place and Shebandowan Lake on the other, there should be camps as resting places for the horses and men. These camps would only require one or two men to be stationed at each, to take care of the hay and the oats, and have victuals in readiness for the teamsters as they passed.

Both at Thunder Bay and the half-way station of the Kaministiquia it would be necessary to have a blacksmith with shoeing apparatus and a supply of horse shoes.

The wagon service would require in all:—Teamsters, 73; men at camps, 4; overseers, 3; blacksmiths, 2; clerk or time-keepers, 1.

Boats and supplies over Thunder Bay Road.—Operations in this regard may at once be commenced by organizing the wagon service and sending boats, provisions, oats, hay, etc., forward to the Matawin crossing, twenty-five miles from Thunder Bay. At this point a small space should be cleared to guard against fires, and a few huts erected to serve as store houses.

Boat Service.—In providing for this, three voyageurs should be sufficient for each boat, that is, with the aid of the soldiers in rowing and transporting the articles over the portages. With this arrangement it would be necessary that in running rapids the crew of two boats should be put into one, running first one and then the other. The voyageurs may not all be equally expert and perhaps four to each boat might in some cases be necessary. It is reasonable to believe, however, that after a little practice, many of the soldiers will become almost as skilful as the voyageurs themselves, in managing a boat, and they will have an opportunity of gaining experience before any of the difficult places are reached. In case of necessity an additional force may be supplied from among the men on the works, most of whom have had more or less experience as boatmen Each brigade of boats would require an overseer voyageur, for the maintenance of discipline among the crews, calling them to time in the morning, etc There should also be a clerk or two attached to the force to keep accounts of the voyageurs and the time When a greater part of the boats and a considerable amount of supplies have reached Shebandowan oxen and horses should be placed on the Kashaboiwe, Height of Land, Baril Brule and French Portage as follows:—

On Kashaboiwe, one horse and two yoke of oxen
Height of Land, two yoke of oxen and two horses
Baril, two yoke of oxen
Brule, two yoke of oxen
French Portage two yoke of oxen, two span of horses

It would at first be hardly possible to supply the provender for horses and oxen, at any point beyond the French Portage Assuming that on reaching Fort Frances, the force will require one hundred boats there will remain forty besides scows with which to send forward supplies from the terminus of the Thunder Bay Road at Shebandowan Lake to Fort Frances

These may be distributed on the different sections as follows:—

	Boats	Scows
Shebandowan Lake	4	
Kashaboiwe Lake	2	—
Summit Pond	—	1
Lac des Mille Lacs	3	
Baril Lake	2	—
Windegoestigoon Lake	4	
Kaogassikok Lake	3	
Pond, Deux Rivieres Portage	—	1
Sturgeon Lake	4	—
River between Sturgeon Lake and Island Portage		4
Nequaquon Lake	3	—
Between Nequaquon Lake and Nemeukan Lakes on south channel	4	
Nemeukan Lake	2	—
Rainy Lake	5	
Total	36	6
Reserve	4	
	40	

By distributing the boats to be employed in the transport of supplies in relays as above, much labor in portaging will be avoided, and fewer men required to man them in as much as the crews of different sections can join together when necessary. To man the boats in the lake region when distributed this way, 130 men with three competent overseers would be sufficient. Of these thirty men should be stationed on the rough section between Sturgeon Lake and Island Portage

Three boat carpenters should accompany the force with tools and materials to make necessary repairs

Provision has already been made by the Government for the construction of the above-mentioned huts and stables, and sawed lumber has been ordered for these to be built at Thunder Bay

S J Dawson

Fully appreciating the difficulties to be encountered on a road of forty-five miles in length, of which a section of twenty-five only was represented as being practicable to wagons, and an additional section of ten miles which oxen with carts could pass over, His Excellency the Lieut -Governor, commanding the Forces, determined on sending forward the regular troops to help in opening and improving the roads, before the stores could pass over it, and the Colonel in the immediate command of the Expeditionary Force also well aware that much work was needed on the roads, before the stores could pass over it, recommended certain companies of the troops to be sent forward to aid in the construction

It had been suggested to the military authorities, that the troops might pass by land from the Lake of the Woods to Fort Garry, but in order that they might be in a position to judge for themselves as to whether it would be better to go by that route or by way of the Winnipeg, I sent them a memorandum, of which the following is a copy —

MEMORANDUM—LAKE OF THE WOODS TO FORT GARRY Ottawa, 18th April —Accompanying this memorandum is a rough plan of the Winnipeg River, made from Track Survey, together with a table of distances showing the length of the portages and the navigable sections respectively, between Rat Portage at the outlet of the Lake of the Woods, and Lake Winnipeg From the Lake of the Woods to Fort Garry are two routes the one by water, being that just referred to, and the other by land from the 'Northwest Angle." Having regard to the passage of a large number of men with outfits and supplies, the following facts are submitted, with a view of supplying information on which an opinion can be based, as to which it would be most advantageous to adopt.

WATER ROUTE.—By this route, the distance from Rat Portage and Fort Alexander, at the entrance to Lake Winnipeg, is in round numbers 149 miles. In this distance the number of portages is twenty-five, and their aggregate length, as ascertained by actual measurement, is three miles and six chains. The Winnipeg River presents no serious difficulties to the largest canoe, and it has long been navigated by the H. B. C. boats. In the navigable sections, the depth is sufficient for large boats, and there are but few heavy rapids to be run, and these short. In several instances the entrances to the carrying places are close to the brow of the falls, and in such cases the boats should be brought in with caution, one by one. As a general rule with practised guides and skilful boatmen, the Winnipeg may be considered a safe river, or if an exception exists, it is at the seven portages, which have always to be passed with great care. As canoemen, the Indians who frequent the river cannot be excelled and as boatmen many of them have had great experience. The Winnipeg River in its general character may be considered as a series of lakes separated by short rapids, and water falls.

LAND ROUTE.—The country lying between the Lake of the Woods and the Red River is swampy and low, and except on the route adopted as a line of road, quite impracticable, at least it has never yet been passed over in summer, except by a few wandering hunters. Even the Indians traverse it but rarely, and the half-breeds of Red River never attempt it except in winter.

The distance between the northwest angle of the Lake of the Woods, and Fort Garry, by the line adopted for a road, is ninety miles, sixty miles being through a wooded country, and thirty over open prairie.

Starting from the Northwest Angle and proceeding westward there is first a section of thirty miles quite in a state of nature, and as yet unopened. This section abounds in swamps and marshes, but is nevertheless capable of being opened. Then follows a stretch of thirty miles of line through a wooded region, still very wet, but not as bad as the former section. In this section the road runs for many miles along a narrow gravelly ridge, with impassable swamps stretching out to the horizon on either side. The forest country ends at Oak Point Settlement, and from there on the distance to Fort Garry, which is thirty miles, is over the open prairie. It should be mentioned that on

the Red River, approaching Fort Garry from the east there is no bridge. The channel is 400 feet in width and the water deep. At present all vehicles have to be ferried across.

Two Routes Compared. The obstacles to the navigation of the Winnipeg may be briefly summed up as presenting three miles and six chains of land carriage in twenty-five different sections, the longest of which is five-eighths of a mile. On the other hand the land route presents thirty miles of road to be opened, ninety miles of a march and a broad unbridged river to be crossed just at the end of the journey. On the land route, moreover, even after the thirty miles of road were opened, it is probable that there would be difficulty in providing the means of transport, added to which it would be in the power of the insurgents, if so disposed, to offer serious opposition on the march more especially on the narrow gravelly ridge as described with the marshes on either hand.

By the water route the expedition would carry with it its own means of locomotion for crossing rivers. It would be quite out of their power for the insurgents to offer opposition at any place nearer than Fort Alexander, and even there they could not do so, unless they should be able to provide themselves with boats at the Red River Settlement. Neither Lake Winnipeg nor the Winnipeg River can be approached by land from the direction of Fort Garry, on account of the impracticable character of the country which abounds in swamps and bogs.

By the water route there would be stiff work on the portages, but it would not last long at a time, and there would be relief on the open and breezy lakes intervening between them.

In the one case the men would reach Fort Garry fatigued with the heavy march and hard work in road making, and on the other they would be fresh and rested.

S. J. Dawson.

It would be tedious to enumerate all the details of the preliminary arrangements made to facilitate the passage of the Expeditionary Forces through a wilderness which afforded nothing in itself. Suffice to say, that as the result proved, there was scarcely an article which could in any way be useful that was omitted, nor a mechanic whose services were likely to be called into requisition left behind. Among the civilians sent forward were boat builders with their tools, blacksmiths with their forges, and carpenters with the implements of their trade. Wagons for the road transport were provided by Colonel Wily of the Militia Department, and by him also were purchased the

supplies of flour, pork and other provisions for the expedition. It is due to that careful and energetic officer to say that the supplies were of excellent quality and put in packages of size and weight best adapted for handling.

In order to establish and keep up regular communication with the expedition, the Government chartered two steamers, the Chicora and Algoma, as mail boats, both well-fitted up and adapted for the conveyance of passengers and stores. These steamers were to be paid at a fixed rate and were to sail regularly between Collingwood and Thunder Bay, leaving the former place alternately at intervals of five days throughout the season of navigation.

Advance of the Expedition to Thunder Bay, Lake Superior. The Algoma set out on her first trip on May 3, and by her, voyageurs and workmen to the number of 140 were sent forward to Thunder Bay. An agent was at the same time dispatched to Sault Ste. Marie to organize a force to improve the portage road on the British side and to provide means of embarkation at the head of the rapids.

The Chicora left Collingwood on May 7 freighted with men, boats, store supplies and outfit. By this steamer 120 additional men, workmen and voyageurs, were sent forward.

On reaching Sault Ste. Marie, however, the canal, which is on the United States side, was found to be shut against Canadian vessels, and they had in consequence to discharge her cargo at the foot of the rapids on the British side. The voyageurs and workmen immediately joined the force which had been organized, according to the instructions sent by the Algoma, to construct the portage road, and by the united exertions of the two parties it was quickly put into good order. At the same time a small wharf was run out at the head of the rapids, to facilitate embarkation, and a small scow, which had been brought from Collingwood in fitted pieces, was put together to serve the purpose of conveying troops and supplies from the wharf where the water was shallow to the vessels, which came to anchor in the river some distance from shore.

In the meantime the boats were sent rapidly forward, those which were built in Quebec and Toronto were sent by rail to Collingwood and from there shipped by the regular steamers, while a propeller with two schooners in tow, freighted with boats and stores, were passing up by the Welland Canal.

The steamer Algoma, which as stated had left Collingwood on May 3, made the trip without interruption to Thunder

Bay, but on returning, according to an arrangement made with her captain, she did not repass the canal, but remained at the head of the rapids Thus although the canal was shut, the precautions taken ensured a line of communication, the Algoma being available for transport on Lake Superior, and the Chicora on Lake Huron, with an intervening portage of three miles on the British side at Sault Ste Marie The canal being for the time closed to British ships, the Chicora on her next trip took forward a detachment of volunteers to Sault Ste Marie, and as well a quantity of military stores, and returning was again ready to start on May 21 By this trip there went forward several companies of the regular troops and a number of voyageurs and workmen On arriving at Sault Ste Marie it was found that word had come through from the United States authorities to allow Canadian boats through having no troops or military stores on board In this state of the matter the troops having been disembarked on the British side marched over the Portage Road, while the Chicora passed through the canal The propellers and schooners already referred to had been waiting below the locks and they also were permitted through The troops were soon brought on board at the head of the rapids and the Chicora proceeded on her way to Thunder Bay where she arrived on May 25

I may here remark that no action on the part of the Government could have provided for the arrival of the troops at any earlier date When the Algoma set out from Collingwood, on May 3, it was not even known if she could get through the ice fields, which generally remain above Sault Ste Marie until a later date than that at which she would be there, and when the Chicora left on the 7th, it was well understood, there was at least a probability of her finding the river shut In view of such a contingency, the men had been set to work on the Portage Road on the British side, so that if delay occurred it would be due to no omission on the part of those who acted for the Canadian Government

The route being once fairly opened voyageurs, together with troops, military stores and boats continued to arrive from time to time, but though the Sault Ste. Marie Canal was free to boats with ordinary freight, it was still shut to troops and military stores, and it proved to be a very tedious process to get the large amount of articles landed at that place, in the first instance, over the portage It was toward the end of June the 27th, before the last of the military stores arrived and a large proportion of the horses and wagons did not arrive at Thunder Bay until that time

I would invite particular attention to this fact, inasmuch as the state of the Thunder Bay road has been made to answer for the delay which occurred when, up to the date I have stated, there was a deficiency in the means of transport even for that portion of the road which was admitted to be in good order.

This deficiency in the means of transport on the Thunder Bay road might have been remedied as I shall further show by bringing additional numbers of horses and wagons from Collingwood. In the meantime I might remark that no avoidable delay occurred in getting the stores over the portage at the Sault. The work at that place was in charge of a most able and energetic officer, Colonel Boulton, and I had placed a strong force of voyageurs at his disposal. When I passed Sault Ste. Marie, on May 23, Colonel Boulton took occasion to speak in the highest terms of the aid which he had received from the voyageurs, and from Mr. Graham, the officer immediately over them. The regard was mutual, and I have much pleasure in saying that Colonel Boulton's kind and considerate bearing to the voyageurs, and all with whom he came in contact, made him a general favorite with the civilian portion of the Red River Expeditionary Force.

Lake Superior to Shebandowan Lake. The condition of the road when the first detachment of troops reached Thunder Bay, on May 25, was quite as good as it had been represented to be, or anticipated. The larger bridges embracing the two formidable structures over the Kaministiquia and the Mattawin Rivers had been completed. A temporary bridge had been thrown over the Sunshine Brook, and material was in readiness for a similar structure over the Oskondage, a small stream to which the further limit of the road had reached, the distance practicable to horses and wagons reckoning from Thunder Bay being twenty-eight miles, and thence a track over which oxen with carts or wagons could pass had been roughly opened as far as Oskondage, which latter point is thirty-seven miles distant from Prince Arthur's Landing.

The officer commanding the field force, accompanied by Mr. Lindsay Russell, rode over the line to a distance of several miles beyond the Mattawin Bridge, soon after his arrival, and expressed himself to the effect that it was as good as he had expected to find it, and quite equal to what the country roads in Canada usually are.

At this time the voyageurs and other laborers, who had been sent forward by the Algoma, were at work on the unfinished sections, and several companies of troops were soon sent to

repair such places as had received damage from the condition and character of the route between Prince Arthur's Landing and Shebandowan Lake, at which latter point it was finally to embark in boats. The distance between these lakes is forty-five miles by land, but for three miles downward from Shebandowan Lake to a point now called Ward's Landing, the Mattawin River, though presenting a series of shallow rapids, is navigable to flat scows, or lightly loaded boats. Ward's Landing was therefore the point to be attained with the road, as from thence to Shebandowan Lake materials and supplies could be conveyed in scows which had been provided for the purpose.

In order to better understand the measures adopted for the progress of the expedition, it is necessary to have clearly in view the precise distance between Prince Arthur's Landing, Thunder Bay, and Ward's Landing is forty-one miles and seventy chains, of which a section of twenty-eight miles was practicable for horses and wagons on the arrival of the first detachment of the troops. But for the sake of lucidity in description, let the road be considered as ending at a place called the Mattawin Bridge, twenty-five miles from Thunder Bay, at what is the point to which the wagons in the first instance actually came. This wagon road was succeeded by a stretch of twelve miles, roughly opened to the Oskondage, and this, again, by a further section of four miles and seventy chains, ending at Ward's Landing. This latter was being cleared on our arrival. There were thus three sections of road more or less advanced, viz., twenty-five miles of wagon road, followed by twelve miles of what is known in such cases as oxen road, and four miles and seventy chains of road under process of being opened, in all, forty-one miles and seventy chains.

From Thunder Bay to the Mattawin Bridge it is, as stated, twenty-five miles by road. Between the mouth of the Kaministiquia and said point it is forty-five miles by river, presenting, in this distance, twelve miles of quiet water and thirty-three miles of shallow rapids, with falls occurring at intervals. The channel of the river, except in the short navigable sections, is exceedingly rough, paved in some instances with boulders of all dimensions and shapes, and in others with sharp schists set on edge. There is little or no danger to men ascending these rapids, but every risk to boats. To drag them up is a mere matter of brute force, but to save bottoms and keep from being torn to shreds requires great care, and the greatest care cannot prevent them from being seriously damaged. Although the risk to life is small, the labor of dragging boats over the rocks and stones, which afford but an insecure footing is excessive and otherwise disheartening to the men.

From the Mattawin Bridge to the Oskondage the distance, by the road as already shown, is twelve miles, by the river it is twenty-two miles. From the Mattawin Bridge upwards for a distance of about two miles to a point called Young's Landing the river is navigable; proceeding upwards from that point a series of rapids is encountered, perhaps the most difficult that boats were ever forced over. These continue for eight miles, and on this section none but experienced voyageurs can attempt to pass with boats. The last rapids referred to end at a point called Brown's Lane, or Culdron's Landing, and from thence to the Oskondage, upwards to Ward's Landing, four miles and seventy chains, boats and all material were conveyed by wagon. The total distance from Thunder Bay to Oskondage, by land, was thirty-seven miles, by the river between the same points was nearly seventy miles. These descriptions, though tedious, are necessary to the full understanding of the measures adopted for sending forward boats and men.

In the memorandum submitted by me to the military authorities, I had pointed out the fact that boats and supplies could at once be sent forward as far as the Mattawin Bridge, and while this was being done it was my intention to have set all the available force of workmen and voyageurs to improve and open the unfinished sections of the line beyond that place, and I may here remark that this was, beyond any question as events proved, the proper course to have adopted. It would have saved a waste of outlay, and have enabled the expedition to reach Shebandowan earlier than it did. A few days after the arrival of the first detachment of troops the experiment of sending the boats forward by wagon was tried, and it succeeded admirably. The wagons were arranged by means of long reaches, that is, poles of sufficient length to admit of the forward and after wheels being put as much as eighteen feet apart, the boats were placed bottom upwards on the wagons, the gunwales resting on blocks fitted to receive and support them, and in this way twenty-eight boats were sent forward to the Mattawin Bridge, the horses making the return trip in three days, and in one instance two days. Here then was proof positive that boats could easily be sent forward by wagon. But the means of transport were at this time limited, and instead of increasing them, as might easily have been done, the boats were ordered to the river by the Commandant of the Field Force. The distance as already shown from Thunder Bay to the Mattawin Bridge is, by land, twenty-five miles, and by water, forty-five miles. The road was practicable, and the river for a distance of thirty-three miles presented a series of stony rapids, with frequent portages on rough and rocky ground. In order to ascertain how the boats would stand the strain to which they must of necessity be exposed, in such circumstances, four flat scows and two strong carvel boats were sent up, manned by eighteen of the most experienced of the voyageurs, and a company of soldiers. After seven days of the most unceasing toil they had only reached the Kaministiquia Bridge, it was one continuous pull in flat and rocky rapids. On arriving at the latter place the boats, strong as they were, were found to have been sadly torn and scraped in the rapids, and had to be immediately placed in the hands of the builders for repairs. The scows having been built specially with a view to such work were, of course, little damaged.

While the boats were being dragged thus tediously over the rough rocks of the Kaministiquia and Mattawin Rivers, operations were going forward on the road. The wagons, at first very limited in number, were gradually coming forward, and stores were accumulating at the Mattawin and Oskondage. Except on two occasions after two days of heavy rains, as far as the Mattawin Bridge, the road was kept in good condition. From there to the Oskondage it was in bad state no doubt, but never so utterly bad that a yoke of oxen could not take a wagon with eight to twelve hundred weight over it, and horses with wagons as well as oxen passed frequently to that point.

The principal part of the workmen who remained at my disposal, over and above the numbers engaged in the channels of the rivers, were placed at convenient intervals along the route, west of the Mattawin Bridge. Several companies of the regular troops were stationed in the first instance at various places requiring repairs, east of that place and were afterward removed to Brown's Lane, and the section west of the Oskondage. It must not be supposed, however, that we had the whole army at work on the roads. On the contrary, the main body of the military force remained at Thunder Bay until after General Lindsay's visit, when they were moved forward to Mattawin.

The experiences they had had on the fortifications at Quebec rendered them quite expert at the use of the implements required, more especially in grading, and their officers did what lay in their power to urge the work along.

It would give me pleasure to single out the names of those who were the longest associated with me in so arduous an undertaking, but where all distinguished themselves and worked with

equal earnestness it might appear invidious. There are young men in Canada who would have derived a salutary lesson from witnessing the exertions of both the officers and the men. Young gentlemen, some of them heirs to broad acres and titles, did not disdain to lay their shoulders to the charred logs nor think it unbecoming to like their work. If with such aid in that part of the work to which the soldiers were more particularly accustomed, I had had the hundreds of voyageurs absent on the rivers, as I had anticipated they would be at my disposal, to send with their axes along the western sections of the road, the road would quickly have been opened and boats and supplies might have passed by wagon to Shebandowan.

The rains which prevailed through the greater part of June proved to be a serious drawback to operations generally. The section of the road, more especially between the Mattawin Bridge and the Oskondage, running as it does through a region of red clay, became badly cut up, and a great deal of corduroy became necessary—still the work went on with but little interruption, until the occurrence of the great, and I believe unprecedented, flood of June 30 which fairly stopped the passage of wagons for nearly two days, a culvert near the Kaministiquia was displaced, and a small temporary bridge, which had been run over the Sunshine Brook, was seriously damaged, while a simple temporary structure on the Oskondage had a narrow escape. These damages were quickly repaired and the work went on as usual.

At this time, June 30, when the roads were at their very worst, and boats, broken and leaky, were accumulating at Young's Landing, or being hauled from thence to the Oskondage, we had a visit from the Lieutenant-General commanding the forces. This highly distinguished officer went forward as far as Shebandowan Lake. The prospect was anything but encouraging, worse, in fact, than it had been up to that time, and I feared, as I heard it whispered some days previously, that the expedition was to be abandoned. Far otherwise was the result. His Excellency saw and judged of everything for himself. In two days from the date of his visit the Headquarters of the Field Force were moved forward to the Mattawin Bridge. New energy seemed infused everywhere, additional companies of troops were sent to work on the roads, and among these the volunteers from whom, up to this time, no aid had been received, except in making a few repairs in the vicinity of Thunder Bay. Bad as the roads were, wagons and artillery found their way over them, and stores began to accumulate at Ward's Landing.

Shebandowan Lake was at last within reach, and though the pelting rains came down at intervals the weather had on the whole improved. Ward's Landing is about three miles from Shebandowan Lake and the river in this distance presents a series of shallow but not difficult rapids, so that the stores were easily sent forward in flat scows run partly by voyageurs and partly by soldiers. To facilitate the loading of boats and embarkation of troops at Shebandowan Lake a small wharf had been run out at a sandy bay close to its outlet. At this place stores were rapidly collected, and the boats after their severe bruising in the Kaministiquia put in order for the long journey to the West, by boat builders who had been brought forward for the purpose.

Before proceeding further I might call attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on the preceding page, it will be seen that it was proposed, in the first instance, to man every boat with three voyageurs besides soldiers, so with each brigade of five boats there might be fifteen practiced men for running the rapids. It was found necessary, however, that although the boats would carry quite as much dead weight as had been anticipated, they had barely sufficient stowage capacity for the numerous articles that had to be put into them. I therefore recommended the commanding officer of the field force to make the number of boats in each brigade six instead of five. This was agreed to, and it was furthermore arranged that the number of voyageurs accompanying each brigade would be twelve besides a pilot, making thirteen in all.

SHEBANDOWAN LAKE TO FORT GARRY. At sunset on the evening of July 16 the Colonel commanding the 60th Rifles, Colonel Fielden, set out from McNeill's Landing, Shebandowan Lake, with a fleet of seventeen boats, and by 10 a.m. on the following morning was at Kashaborwe Portage.

This being the first detachment of the force which had been dispatched, I accompanied it for a short distance in order to ascertain how the arrangements which had been made would meet the test of actual work on the portages. If I had had any apprehension on this head, it was quickly removed, for no sooner had Colonel Fielden landed them with his officers, men and voyageurs, he set immediately to work to get the stores and artillery across. I had placed a force of voyageurs on this portage a few days previously to lay it with skids. Taking some of these voyageurs with me, I proceeded to the Height of Land

Portage in order to make some necessary arrangements for getting the boats up a little brook which connects Kashaboiwe Lake with the summit pond, and having effected this I returned on the following morning to Kashaboiwe Portage. In the meantime Colonel Fielden had made such good progress that all his stores and most of his boats were across, and in an hour or two he would set out for the Height of Land Portage, and be over it on the evening of the next day.

These two portages, the Kashaboiwe and Height of Land, are the longest on the route, being respectively three-quarters of a mile, and a mile in length, equal to the one-fourth part of the aggregate length of the portage between Shebandowan Lake and Winnipeg. If, therefore, Colonel Fielden could in two or three days get over a fourth part of the entire distance to be accomplished on land, it was easy to calculate at least to a few days the time at which the force would reach the Red River Settlement, for the route is remarkable in so far as that between the portages there are no impediments to speak of, or difficult rapids to be encountered. With such a vigorous and active leader as Colonel Fielden in advance there could be now no doubt that the expedition was a success.

As I was proceeding back to McNeill's Landing I met a messenger with the following note, which will at least serve to show how difficult it was for me to absent myself for a moment from the scene of the principal operations at this time.

McNeill's Bay, Shebandowan Lake.

Dear Mr. Dawson,

I have been obliged to start off Captain Buller's brigade without either voyageurs or guides; the former were ready with the exception of their cooking utensils, which had not turned up. Of the latter Mr. Graham knew nothing. I inquired of Mr. Hamil and he told me there were no Mission Indians here. I have to look to you for both voyageurs and guides. This is only the second day of the operation and yet neither are ready. I have ordered Captain Buller to halt on the first portage until I can send him both guides and voyageurs. Please send me word what I am to do. The carts are all here also, waiting for your men to take them on to the portages.

Yours very truly,
C. J. Wolesley.

I had been hardly two days absent, and here were things already in a mess. I at once furnished the brigade with a guide from the crew I had with me, and soon afterwards met the voyageurs in a boat hurrying after them, so that they "had not to halt on the first portage" The men excused themselves by saying that as it was Sunday they did not know that they had been expected I however took measures to prevent any ground for such complaint arising in the future

At this time the voyageurs were by hundreds within easy reach of Shebandowan Lake, engaged in dragging boats to the Oskondage or in scows carrying stores from Ward's Landing to McNeill's Landing, and had only to get warning to be in readiness at once But I had extreme difficulty in getting guides the Indians as already shown having had enough of the Kaministiquia There could however, be no difficulty in reaching the Height of Land Portage, with the aid of a map, and at the latter place I had met some Indians who had engaged to pilot the brigade in Lac des Mille Lacs as soon afterwards a few of the Fort Indians rejoined us But even among the Indians there were few really well acquainted with the route It had been long abandoned as a line of traffic, so with the exception of such as had gone on voyages to Fort Frances, and the number was limited, it was known only to a few wandering families of hunters and fortunately these came to our aid, when we needed them

On returning to the camp at Shebandowan Lake, I found Col McNeill, V C, most actively engaged in organizing the force arranging stores and sending off boats I had stationed at this point Mr Graham who displayed great energy in arranging the boat outfit, getting the boats repaired, and organizing and telling off the voyageurs, for the different brigades

Rapid progress was now being made, Col Fielden in advance was leading the way to the Interior, and Col McNeill, who showed a most extraordinary faculty for making order out of chaos, was sending off brigades as fast as stores and outfits arrived from Ward's Landing

At this time wagons were coming through from Thunder Bay to Ward's Landing The voyageurs were most on the river between Young's Landing and Oskondage, but were bringing the boats forward rapidly and a few additional Indians came up from the Mission to act as guides

Matters being in this favorable condition, I went again forward with a light canoe, and overtook Col Fielden on the evening of July 26 at Deux Rivieres Portage, most of his stores and boats were already over, and in eight days more

he would be at Fort Frances. He had crossed the following portages:—

Kashaboewe		60 Chains
Height of Land	1 mile	
Barril Portage		16 "
Brule Portage		20 "
French Portage		25 "
Pine Portage		30 "
Deux Rivieres		32 "
Total	3 miles	23 Chains

Col. Fielden, with the advance, was now fairly over the most difficult section of the route. In nine days he had gone one hundred miles, and crossed seven portages, the aggregate length of which was considerably over a third part of the total and carriage to be encountered, and the route more open and frequented. In order that this gallant officer's merits may be better understood, it is but fair to explain that when he set out from Shebandowan Lake, the most skilful of the voyageurs were still engaged with the boats in the channel of the Mattawin. I had therefore to supply him with voyageurs, who, although strong and accustomed to roughing it in the woods, driving logs and so forth, were nevertheless not considered equal to many of the others in the management of the boats. But they were excellent axemen, and on them fell the work of opening the long abandoned portages between Lac des Mille Lacs and Sturgeon Lake, for the necessity of keeping so many men on the river, combined with the defection of the Indians, had prevented me from sending voyageurs very far in advance to improve the portages. I had however sent an additional number with Col. Fielden, over and above those required for his boats, to aid in this work, and on reaching Deux Rivieres, I sent forward a crew of picked voyageurs to man the rapids on the Maligne, the next after Deux Rivieres Portage, and at these rapids they remained until all the boats were run past.

Having made this arrangement, I again left Col. Fielden with the satisfaction of knowing that the Expedition was being virtually led by an officer fully equal to the task.

On 29th of July I was again at Shebandowan Lake, and there was now further work to be provided for, as will be seen from the following correspondence:—

CAMP, WARD'S LANDING, July 19, 1870.

SIR—Referring to a conversation I had with you some days ago, at the Mattawin Camp when I told you that the boats would not hold as much as I had been led to expect, I have the honor to inform you that I have acted on the suggestion then made by you of sending an extra boat with each brigade, with everyone embarked in it.

I shall have twenty one brigades as far as Fort Frances, and 30 from there to Fort Garry, up to the former place I shall therefore require 126 boats and from thence on only 120

As by this arrangement I shall make use of 252 voyageurs, I have to request you to kindly inform me whether you can send forward the supplies noted in the margin to Fort Frances after the last detachment of troops have embarked at Shebandowan Lake by means of the boats and voyageurs left behind and, if so the date that I may depend upon having them at that post. I have to add that the sooner they can be sent there the better, as it is important that I should have this reserve close behind me when I enter the Province of Manitoba

C J WOLESLEY

WARD'S LANDING, July 20, 1870

SIR—I have the honor to acknowledge the receipt of your letter of the 19th inst, and in reply beg leave to say that, with the boats and voyageurs to be left at my disposal, I can send forward the supplies you mention from this place to Fort Frances by the 15th of Sept. next. The following will be required for rations for the voyageurs while engaged in this service: 150 half barrels of pork; 150 half barrels flour; 40 bags peas or beans; 7 chests tea. The boats now remaining at Thunder Bay will of course be brought forward to this place by the military transport. I would also require the use of six yoke of oxen for transport on the portages, with a quantity of hay, oats or ox food, proportioned to the time they should be so used.

S J DAWSON.

COL WOLESLEY, Comm. Red River Field Force

I may here remark that instead of 252 men the Expedition was accompanied by 315 voyageurs, besides 135 engaged with reserve stores. The arrangement above detailed having been agreed to, as soon as the last brigade of boats with soldiers had left McNeill's Landing, the reserve stores began to be sent forward from Thunder Bay. A number of boats which had been left at that place were also brought up by wagon, and it now became evident to all that much time would have been gained and labor saved in the first instance by keeping the whole voyageur force on the road, making it at once practicable to wagons getting a sufficient number of these from Collingwood, and bringing forward boats and stores to Ward's Landing. To show how easily this might have been done, I might call attention to the fact, that at two o'clock on the afternoon of the 2nd of August, seven boats placed on wagons were sent off from Thunder Bay, and at sunset on the following evening were at Ward's Landing. How different was this from dragging them over rocks and stones in the bottom of a shallow stream. There was not a boat brought by the river that cost less than $300 for transport, making on a hundred so conveyed, $30,000 while on fifty-three brought by wagon, the cost did not exceed $20 or $25 each, and then how very different was the condition of the boats, in the one case fresh and sound as when they came from the hands of the builder, in the other, torn and broken, with many row-locks, oars and rudders lost or smashed and requiring repairs—in some cases very extensive ones—before they could be used.

The military having all left, the arrangements were quickly made for the forwarding of the reserve supplies. At this work, a small steam launch, which was prepared at Toronto, did good work. It was first used on Shebandowan Lake, but as the supplies were moved on it was taken to Lac des Mille Lacs, and it saved the work of at least twenty men. With three full loaded boats in tow, it made fair speed and was only on one or two occasions wind bound for a short time. I may dismiss this subject by saying that by means of the voyageurs left behind the stores were taken to Fort Frances in good time. The first reaching that place on September 3rd, and the last on the 17th, besides some that were left by order of the military, at Deux Rivieres Portage to meet the troops as they returned from Red River.

While the military are on their way to Red River, and the reserve stores following, a brief description of the line of the route as regards its general features may not be out of place.

Between the terminus of the Thunder Bay Road on Shebandowan Lake, and Lake Winnipeg by the route followed by the Expedition is, in round numbers, 488 miles. In this distance are three sections differing materially in general character.

The first, known as the lake region, commences at the end of the Thunder Bay Road, and ends at Fort Frances. The distance between these points by the route followed by the Expedition which went round by Loon Lake to avoid the rapids at Sturgeon River, is 208 miles, and by the more direct route usually travelled, 190 miles. This section presents a continuous series of lakes, separated by short portages, except in one instance, where there is a stretch of eleven miles of river, sometimes called the Maligne. It was to the rapids in this stretch that I had sent a picked crew of voyageurs to be in attendance when the boats were passing, and run them down. In all other places the work to be done consisted merely in carrying baggage and supplies and hauling boats from one quiet sheet of water to another. The aggregate length of the portages between Shebandowan Lake and Fort Frances is precisely three miles and seventy-six chains; the two first are the longest, namely, Kashaboiwe and Height of Land Portages, and these are, respectively, three-quarter mile and one mile in length. The other portages are very short, only three exceeding a quarter of a mile, and none extending to half a mile. There, then, is the labor the voyageurs and soldiers had to encounter in getting to Fort Frances; that is to say, they had to get their boats, ammunition, and sixty days' rations, the latter gradually getting less, over three miles and seventy-six chains of land, and row, or sail through some two or three hundred miles of water, where countless islands render the shelter so perfect that the highest winds could not stop them, while the breeze would often fill their sails and relieve them from the toil of the oar. The weight of the boats varied somewhat, those of the Clinker construction being from 650 pounds to 750 pounds, and the carvel from 850 to 950 pounds. With each brigade of six boats were from sixty-five to seventy-five strong men, voyageurs and soldiers. Ten men were quite equal to drawing a boat across a portage, but the crews joined together and hauled them across with great ease. The baggage and stores gave the most irksome work to the inexperienced soldiers, but it did not last long at a time, and after the toil involved in getting across a portage, they were soon again afloat and winding their way among labyrinths of islands. Sometimes mistakes occurred on the lakes, more especially when the sails were hoisted.

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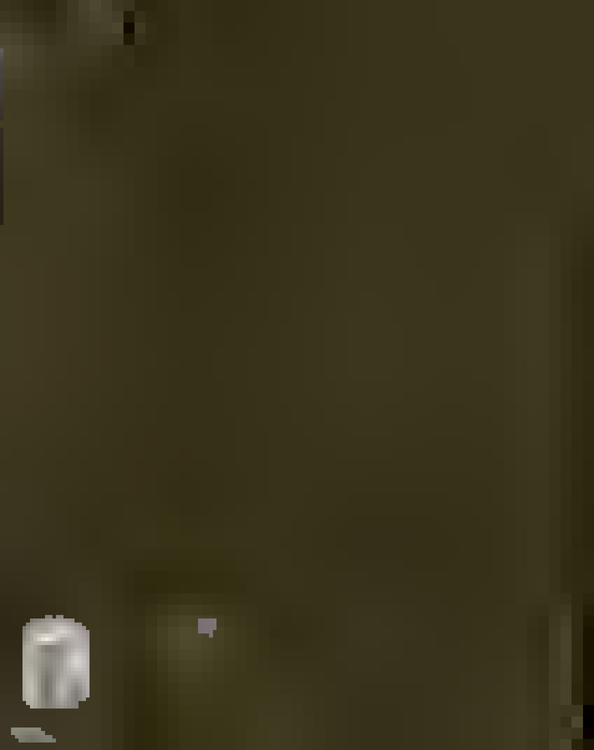

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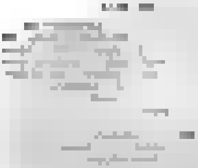

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